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Disturnell's
EASTERN
TOURIST.





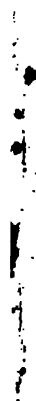
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THE
EASTERN TOURIST;

BEING

A GUIDE

J. Disturnell.

THROUGH

THE STATES OF CONNECTICUT, RHODE ISLAND
MASSACHUSETTS, VERMONT, NEW HAMP-
SHIRE, AND MAINE.

ALSO,

A DASH INTO CANADA;

GIVING A BRIEF DESCRIPTION OF MONTREAL, QUEBEC, ETC.

NEW YORK:
PUBLISHED BY J. DISTURNELL,
102 AND 233 BROADWAY.
1848.

~~1431317~~

US 10938:22

1867, May. 10.

By exch. of dupls.

Entered according to Act of Congress, in the year 1848

By J. DISTURNELL,

In the Clerk's Office of the District Court for the Southern District
of New York.

TO THE TRAVELLING PUBLIC.

THE compiler and publisher of the *Picturesque Tourist*, which appeared in 1844, offers the following Guide as another attempt to furnish the ~~T~~ourist, whether journeying for health, wealth, or pleasure, with a faithful description of the great Routes of Travel in the north-eastern section of the Union, together with brief notices of the principal cities, villages, and other localities of interest, situated along the routes; embracing a somewhat more detailed account of the Emporium of New England, and other places of Fashionable Resort, the number of which is every year increasing.

No section of our wide-spread country excels the New England^m states in their attractions for invalids, or the seekers of pleasure, who, during the summer and autumn of every year, flock by thousands to these healthful regions to enjoy their pure and bracing atmosphere,—their varied and beautiful landscapes,—the invigorating air of their romantic mountain scenery, and the cheerful social intercourse of their hospitable inhabitants.

The Railroads and other modes of conveyance are all placed under the best regulations, adopted with a view to the greatest comfort and speediest rates of travel,—affording at all times the most convenient and ready

access to the principal points of attraction, and such other places as the traveller may wish to visit on his way, in the well-peopled and well-cultivated districts through which they usually run. No other section of the Union can vie with the eastern states in the construction of their Railroads and the running of their passenger cars.

As this work is designed to be one of a series, with which the publisher intends to furnish the travelling public, he trusts it may be favorably received. If duly encouraged, the *Eastern Tourist* will be followed by a new edition of the *Northern Traveller*, the *Western Traveller*, and the *Tour through Canada*; altogether to form a new and thoroughly revised edition of the PICTURESQUE TOURIST, which will be a Complete Guide through the Middle, Northern, and Eastern States, and the Canadas.

J. D.

NEW YORK, MAY, 1848.

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EASTERN TOURIST.

ROUTES OF TRAVEL BETWEEN NEW YORK AND BOSTON.

THERE are now *four* great lines of travel between the cities of New York and Boston,—passengers being conveyed on each line by commodious steamboats and comfortable railroad cars the entire distance, varying from 216 to 238 miles.

1. By *New Haven, Hartford, and Springfield route*.—A steamboat leaves New York, daily, Sundays excepted, from Peck Slip, East river, every morning, running to New Haven, 78 miles; from thence passengers are conveyed by railroad cars to Boston, a further distance of 160 miles.

Returning,—cars leave Boston by this route, from the Worcester depot, morning and afternoon, Sundays excepted,—thus forming a favorite day and night route.

A steamboat also leaves New York in the afternoon from Peck Slip, running to New Haven every Tuesday, Thursday, and Saturday, carrying passengers and freight.

Returning,—leaves New Haven every evening on the arrival of the cars from Boston.

2. By *New London, Norwich, and Worcester route*.—A steamboat leaves New York, daily, Sundays excepted, every afternoon, from pier No. 1, North river, running to New London and Allyn's Point, 128 miles; from the latter place passengers are conveyed to Boston by railroad, a further distance of 110 miles.

Returning,—cars leave Boston by this route, from the Worcester depot, every afternoon, Sundays excepted.

3. By *Stonington and Providence route*.—A steamboat leaves New York every afternoon, Sundays excepted, from

pier No. 1, North river, running to Stonington, 125 miles ; from thence passengers are conveyed by railroad cars to Boston, a further distance of 91 miles.

Returning,—cars leave Boston by this route, from the Providence depot at the foot of the Common, every afternoon, Sundays excepted.

4. By *Newport and Fall River route*.—A steamboat leaves New York every afternoon, Sundays excepted, from pier No. 3, North river, running to Newport and Fall River, 183 miles ; from the latter place passengers are conveyed by railroad cars to Boston, a further distance of 53 miles.

Returning,—cars leave Boston by this route, from the Old Colony depot, every afternoon, Sundays excepted.

In addition to the above lines of travel, passengers are sometimes conveyed over the *Long Island Railroad*, extending from Brooklyn to Greenport, a distance of 96 miles, and from thence by steamboat to Allyn's Point, where they again take railroad cars for Boston. This was formerly a favorite day-route, but is now discontinued.

When the *New Haven and New York Railroad* is completed, there will be a continuous line of railroads between the cities of New York and Boston,—thus affording another speedy and desirable line of travel.

On leaving New York for Boston, or intermediate places, passengers are usually conveyed by steamboat through the East river and Long Island Sound, passing in rapid succession many objects of interest, until the broad waters of the Sound are reached, when the shores of Connecticut and Long Island are only seen in the distance.

Starting from the steamboat wharf, on the north side of the Battery, there is presented a grand view of the city of New York, and its beautiful bay and harbor, enlivened by *vessels of every class*. Bedlow's, Ellis', and Governor's *Islands may be distinctly seen with their frowning batteries,—*

while in the distance lies the New Jersey shore, Staten Island, and Long Island: on the west end of the latter is located the thriving and beautiful city of BROOKLYN, with its Heights crowned by a fine row of private residences.

On passing the Battery and Castle Garden, you immediately enter the waters of the East river, an arm of the sea, uniting Long Island Sound with the Bay of New York: then may be seen to great advantage the line of shipping lying at the wharves, and numerous steam ferry-boats crossing the East river.

The next object of interest is the *United States Navy Yard*, situated on Wallabout Bay, where may usually be seen vessels of war of a large class moored near the Brooklyn shore. As the steamer rounds Corlear's Hook, a fine view is obtained of the shipyards on the New York side.

WILLIAMSBURGH, on the Long Island side, is a flourishing village, connected with the city of New York by several well-regulated ferries.

BLACKWELL'S ISLAND, lying in the East river, is attached and belongs to the city of New York; here are situated the City Penitentiary, the new Almshouse, and the City Lunatic Asylum,—all of which are usually thronged with inmates.

The village of ASTORIA, 6 miles from the city of New York, is pleasantly situated on Long Island, being connected with the city by a steam ferry, called the *Hell-Gate Ferry*. Here the Island of New York may be seen to advantage, the banks being lined with beautiful country residences. On the north may be seen the village of HARLEM, and the mouth of Harlem river, which separates the city and county of New York from Westchester county.

HELL-GATE, sometimes called *Hurl-gate*, "is a narrow and difficult strait in the East river, 7 miles above New York, formed by projecting rocks, that confine the water to a narrow and crooked channel, and causing strong eddy currents." The following description from the *American Coast Pilot*, is a brief and business-like account of this

singular passage-way. "Hell-Gate, and the narrow pass, leading into Long Island Sound, at the time of slack-water and with a leading wind, may safely be attempted with frigates; small ships and vessels, with a commanding breeze pass at all times with the tide. On the flood, bound into the Sound, you pass to the southward of the Flood Rock, which is the southernmost of the three remarkable rocks in the passage. On the ebb, you go to the northward of the Mill Rock, the stream of the tide setting that way, and forming eddies in the flood passage, which at that time is rendered unsafe. The *Pot*, on which there are ten feet at low water, shows distinctly by the whirlpool, as also the *Pan*, which is a part of the *Hog's Back*; the latter, a ledge of rocks jutting out from Great Barn Island on the north, may be seen at low-water. They have often been the cause of shipwreck and loss of property."

The following is an extract from the "*Picturesque Beauties of the Hudson River and its Vicinity*," edited by Samuel L. Knapp, Esq.

"Here, where we rest, the gentlest waters glide,
There, hurry on a strong impetuous tide;
But yonder, gods! with tenfold thunder's force,
Dashing the war-ship in its whirlpool course."

"The English frigate *Huzza*, during the revolutionary war, in attempting to pass Hell-Gate, to get to sea by the Sound, struck the rocks and was so much injured, that after sailing a few miles she sunk in deep water. It was supposed that she had a rich military chest on board, destined for some British port. This general impression induced some enterprising men to examine the sunken vessel by means of diving-bells, but either they were under wrong impression in regard to the money on board of her when she went down, or were not able to make a thorough examination, for they found no money. The better opinion now is, that the treasure was landed before she sailed.

"The shores on either side of the strait are beautiful, and in their sunny quietude, viewed on a summer's morning, form a pleasing contrast to the agitation of the waters, and the roar they make when the tide is low, and the rocks are visible. It is conjectured by some philosophers that Long Island was once a part of the main land, and that in some violent agitation of nature, these rocks, which had perhaps been at the head of an estuary, began to give way to the omnipotence of the waters, which went rushing onward, conquering and dividing the heretofore main land."

Two small islands called the *Brothers*, are next passed, and then *Riker's Island*, lying at the mouth of *Flushing Bay*, which is a large expanse of water running towards Long Island on the south. At the head of this bay is situated the beautiful village of FLUSHING, a most delightful place of residence and summer resort.

COLLEGE POINT, on the east side of Flushing Bay, is the seat of a thriving institution of learning, called *St. Paul's College*.

THROG'S NECK, 15 miles from the city of New York, is the next object of interest; here is situated *Fort Schuylers*, a strong fortification built of hewn stone, commanding the approach to the city on this side, while the forts at the "Narrows," protect New York from an invading foe from that quarter. It is believed that these forts perfectly command any hostile approach to the city of New York by water. On passing Throg's Neck, going eastward, the shores recede and you enter Long Island Sound.

SANDS' POINT, 8 miles further, is situated on the north side of Long Island, having *Cow Bay* on the west, and *Hempstead Harbor* on the east. Nearly opposite, on the north shore, lies the village of NEW ROCHELLE, a favorite summer resort, where are several well-kept public houses.

CAPTAIN'S ISLAND, 31 miles from New York, on which there is a lighthouse, is situated about one mile east of the

mouth of Byram river, the boundary line between the states of New York and Connecticut.

STAMFORD, Conn., 37 miles, is situated on the north side of Long Island Sound; here is a good harbor for vessels requiring not more than 8 feet water. A steamboat runs daily between this place and the city of New York. The village near the mouth of Mill river contains about 800 inhabitants, 100 dwelling-houses, 4 churches, a bank, and several flourishing manufacturing establishments.

NORWALK, Conn., 48 miles, is situated on both sides of Norwalk river, over which is a bridge. It contains over 100 dwellings, 2 churches, a bank, and 25 stores, being a place of considerable trade. The landing for steamboats running to the city of New York, is at SOUTH NORWALK, one and a half miles south of the above village, on Long Island Sound.

FAIRFIELD, Conn., 57 miles from the city of New York, and 21 from New Haven, is a port of entry, and semi-capital of Fairfield county. The village is principally built on one street, with a green or square in the centre, and contains about 120 dwellings, a court-house and jail.—*Black Rock Harbor*, one and a half miles from the court-house, is one of the best harbors on the Sound, having 19 feet water.

The City of BRIDGEPORT, 60 miles from New York, and 136 miles from Albany by railroad route, stands on the west side of an arm of Long Island Sound, into the head of which Pequannuc river enters. The city is neatly built, and contains 6 churches, 2 banks, and several well-kept public houses. Population in 1840, 4,570. The *Housatonic Railroad* connects this place with West Stockbridge, Mass., where it meets the railroad from Boston to Albany, thus furnishing speedy and convenient line of travel, by means of steamboats, between the cities of New York, Albany, and Boston.

NEW HAVEN, 78 miles from the city of New York, 1 semi-capital of the state of Connecticut, stands at the head of a bay, extending about 4 miles inland from Long Island.

Sound. The ground on which the city is built, is for the most part a sandy plain, having a very gentle slope towards the water, and skirted on the east and west by two remarkable rocky bluffs, called East-Rock and West-Rock, 300 and 370 feet high, and constituting the southern termini of two ranges of mountains stretching northwardly across the state. At the foot of these ridges, and on each side of the city, flow into the bay two small rivers, West river on the west, and on the east, the Quinnipiac, or Dragon river, famous for its oysters, of small size, but fine flavor. New Haven is the more pleasant for not being built in too crowded a manner. It extends about 3 miles east and west, and about 2 miles north and south, having a population, in 1845, of 17,674.

The harbor of New Haven is safe but shallow, having about 7 feet water on the bar at low tide, and it is gradually filling up. The common tides rise about 6 feet, and the spring tides about 7 to 8 feet. Long Wharf, the longest in the United States, is 3,943 feet long. The foreign trade of New Haven is now chiefly with the West Indies. The tonnage of the port, in 1840, was 11,500 tons. Various lines of packets, and a steamboat line, are continually plying between this place and New York, while towards the interior it is connected with Hartford and Springfield by railroad, and with the Connecticut river, at and near Northampton, by the Farmington canal. New Haven contains 20 houses of public worship, viz., 8 Congregational, 3 Methodist, 3 Episcopalian, 2 Baptist, 1 Roman Catholic, 2 Colored Methodist, 1 Colored Congregational; also a state-house handsomely built in the Doric style, a custom-house, almshouse, jail, museum, 2 banks, a Savings' bank, Young Men's Institute, with arrangements for popular lectures, and one of the best libraries in the country, with various benevolent societies. The State Hospital, founded in 1832, is half a mile from the centre of the city, and has a fine edifice with a colonnade. But the most important public institution in the

navigation. The ground rises gradually from the river, and the principal streets run parallel with it, being crossed by others at right angles. The city is well built, chiefly of brick, and many of the houses are costly edifices. Its public buildings are, a handsome court-house, a jail, a fine stone custom-house, 2 banks, besides one for savings, an almshouse, and 7 churches. Population in 1840, 3,511; including the town, 7,010. This is the seat of the *Wesleyan University*, under the direction of the Methodists, founded in 1831. It has a president and 8 professors, and numbers about 120 students. The commencement is on the first Wednesday in August.

RAILROAD ROUTE FROM NEW HAVEN TO BOSTON.

By means of the *New Haven, Hartford, and Springfield Railroad*, 62 miles in length; the *Western Railroad*, of Massachusetts, from Springfield to Worcester, 54 miles, and the *Boston and Worcester Railroad*, 44 miles, there is afforded one of the most pleasant railroad lines of travel between the above places: total distance, 160 miles.

The names of the stopping-places on the road to Hartford are—*North Haven*, 6 miles; *Wallingford*, 12 miles; *Meriden*, 18 miles; *Berlin*, 24 miles; *New Britain*, 28 miles; *Hartford*, 36 miles.

HARTFORD, one of the two capitals of the state, is handsomely situated on the west side of the Connecticut river, 45 miles from its mouth, and at the head of sloop navigation. The compact part of the city is more than a mile long, and about three-fourths of a mile wide, including, in 1840, a population of about 10,000. The State House and the City Hall are spacious and substantial edifices, the latter being well-built in the Doric style. The more prominent institutions in the city are—the American Asylum for the Deaf and Dumb, the Retreat for the Insane, Washington College, and the Athenæum. The Asylum has a spacious and

convenient edifice, with 8 or 10 acres of garden, and other grounds attached, pleasantly situated on the fine range of high land extending along the west side of the city. This is the oldest institution of the kind in this country, and its usual number of pupils is about 140. The Retreat for the Insane is beautifully situated on elevated ground in the southern quarter of the city. Its edifice is of stone, incrustated with cement; is large and well-arranged; and with the pleasant grounds connected with it, is a very attractive residence. It was opened in 1824, and enjoys a high reputation. *Trinity College*,* is a respectable institution, under the control of the Episcopalians. It was founded in 1823, and is beautifully situated, with its two large halls, on the high ground already alluded to on the west side of the city. Its faculty includes a president, and 8 professors and tutors; it has a botanical garden, is well supplied with apparatus, and the libraries within its walls comprise nearly 7,000 volumes. Its annual commencement is on the first Thursday in August. The Athenæum is a handsome structure in the Gothic style, built to accommodate the Young Men's Institute, the Historical Society, and a gallery of paintings. One of the most striking objects in Hartford is the bridge, of a single arch, with a span of 104 feet, over "Little river," in the south part of the city. A covered bridge 1,000 feet long, built at a cost of about \$100,000, leads across the Connecticut. There are also in Hartford 12 churches, 5 banks, besides a Savings bank, 3 fire and marine insurance companies, an arsenal, a museum, and 2 market-houses.

Hartford is well situated, and is no doubt destined to increase in commercial importance; Connecticut river has been made navigable for boats 220 miles, to the mouth of Wells' river, at Newbury, Vt.; opening an extensive and rich country to it on the north, while it enjoys facilities of

* Incorporated under the name of *Washington College*

sloop navigation into Long Island Sound, and the railroad running to Springfield on the north, and New Haven on the south, will much benefit this place by connecting it with the great line of travel east and west.

PRINCIPAL HOTELS IN HARTFORD.

American Hotel, State-street ; City Hotel, Main-street ; Eagle Hotel, State-street ; United States Hotel, State-street.

Usual carriage fare, to and from the Hotels, 25 cents.

On continuing the railroad route towards Boston, from Hartford, the stopping-places are *Windsor*, 6 miles ; *Connecticut River Bridge*, 13 miles ; *Thompsonville*, 18 miles ; *Springfield*, 26 miles ; the latter place being distant 140 miles from the city of New York, and 98 miles from the city of Boston.

The scenery between Hartford and Springfield is exceedingly fine : the railroad for most of the way running within sight of the Connecticut river ; its banks presenting well-cultivated fields and several thriving manufacturing villages.

SPRINGFIELD, 98 miles west of Boston, and 102 miles east of Albany, by railroad route, is most delightfully situated on the east bank of the Connecticut, where unite three important railroads, running east and west, north and south. The *depot* is on the north side of the village, which has several well-kept public houses, this being the principal stopping-place on the various routes. The main street runs north and south, parallel with the river, at the distance from it of a quarter of a mile, and is two or three miles in length. The houses are mostly well-built, and many of them are elegant, being surrounded in several instances by highly cultivated grounds.

The village has a court-house and jail, 8 churches, 2 banks, and a large number of stores. The United States government has here one of the most extensive arsenals of construction in the country. This establishment, which is well worthy of a visit, is pleasantly situated on elevated

ground, half a mile east of the village. The buildings are arranged on a large square, and consist of one brick edifice, 240 feet by 32, and two stories high, occupied by lock-filers, stockers, and finishers; a brick forging-shop, 150 feet by 32; a brick building 60 feet by 32, and 2 stories high, the second story forming a spacious hall devoted to religious worship; a brick building 100 feet by 40, and 2 stories high, used as a depository of fire-arms, said to contain 90,000 muskets in complete order, the whole being arranged in the most beautiful and regular manner. There are also other stores and shops, and a number of convenient residences for the officers connected with the establishment.

Springfield is a large and populous town, containing in 1840, 10,958 inhabitants; since which time it has rapidly increased in numbers and wealth. Cabotville and Chicopee Falls village, both within the bounds of this township, are large and thriving places, being united by a branch railroad, connecting with the *Connecticut River Railroad*, which runs up the valley of the Connecticut river to Greenfield, a distance of 36 miles. This line of railroad will soon be extended to a junction with the *Vermont and Massachusetts Railroad*, (now constructing,) at or near Bellows Falls, Vt. In a few years it will, no doubt, form a portion of a great line of railway extending from the city of New York to Quebec, intersecting the railroads in course of construction between Boston and Montreal.

PRINCIPAL HOTELS IN SPRINGFIELD.

American House, Main-street; the Massasoit House, Main-street—both near the railroad depot; Hamden House, Court Square; United States Hotel, Main, corner State street; and Union House, Main-street.

On leaving Springfield for Boston, by railroad, you proceed to *Wilbraham*, 6 miles, when you approach the beautiful valley of the Chicopee river,—the railroad track running alternately on both sides of the stream for several miles—

passing in a circuitous route through the towns of Palmer, Warren, Brookfield, Spencer, Charlton, Leicester, and Auburn, to the important town of Worcester, 54 miles from Springfield and 194 miles from the city of New York.

WORCESTER, 44 miles west of Boston by railroad, is a thriving and important place, containing many facilities for manufacturing and trade. No place probably enjoys greater means of intercourse in different directions, afforded by means of various railroads. The Boston and Worcester Railroad, 44 miles long, places it in direct and speedy communication with Boston, on the east; the Blackstone canal and Worcester and Providence Railroad, connect it with Providence, R. I., distant southeast 45 miles; the Norwich and Worcester Railroad running south 66 miles, to Allyn's Point, Ct., connects it with the trading towns on the Thames, and with the navigable route to the city of New York; and the great Western Railroad, 117 miles long, with its adjuncts, opens the way through Springfield to Albany, 156 miles distant, and the great world of the West.

The town, one of the largest and finest in New England, contains about 10,000 inhabitants, a court-house and jail, 10 churches, and several well-kept hotels. The most celebrated institution in the place is the *Massachusetts Lunatic Asylum*, situated on an eminence in the northeast part of the village. This humane establishment was founded in 1832, and by its admirable management and condition, does honor to the state. The *American Antiquarian Society* is also a useful institution, and has a library of 6,000 volumes of rare and valuable books. The *College of the Holy Cross*, intended exclusively for Roman Catholics, is located on elevated ground, about one mile south of the village, surrounded by a farm of sixty acres.

PRINCIPAL HOTELS IN WORCESTER.

American Temperance House; United States Hotel, and the Worcester House.

On resuming the route to Boston, the railroad track after leaving Worcester, winds round *Quinsigamond Pond*, a most beautiful sheet of water, and then passes through the towns of Millbury, Grafton, Westborough, and Southborough, to Framingham. This is a somewhat important depot and village, where the cars usually stop from 5 to 10 minutes. In this vicinity are located several beautiful ponds or lakes, the most important being *Long Pond*, or *Cockituate Lake*, which is destined to furnish the city of Boston with an abundant supply of *pure wholesome water*, being distant from the city about 20 miles.

The towns next passed through are—Natick, Needham, Weston, Newton, Brighton, and Brookline, passing for several miles within sight of Charles river, which empties into the harbor of Boston. On approaching the city from this quarter, Boston and the surrounding cities and villages are seen to great advantage.

STEAMBOAT AND RAILROAD ROUTE FROM NEW YORK TO BOSTON VIA NORWICH, CONN.

THE steamboats running on this line to New London and Allyn's Point, to within 7 miles of Norwich, are of a large class. Passengers are accompanied through by the conductor of the train, to and from Boston, who has charge of the baggage, &c.

A steamboat leaves New York, from pier No. 1, North river, every afternoon, Sundays excepted.

Returning,—cars leave Boston from depot, corner Lincoln and Beach streets, at 5 p. m., passing through Worcester, Mass.

On starting for New London, &c., by this route, there is afforded a fine view of the Battery and Bay of New York, together with the surrounding islands. The shipping and city are also seen to great advantage as the steamer passes Castle Garden, and proceeds through the East river.

The route then pursued is the same as pursued by the New Haven line, before described. On passing the latter place, where Long Island Sound attains its greatest width, the boat proceeds direct towards New London, a distance of 42 miles from New Haven.

FISHER'S ISLAND, lying off the mouth of Thames river, is attached to the state of New York, being its extreme east end. This island is celebrated as being the scene of the unfortunate wreck of the steamer *Atlantic*, Captain *Dustan*, which sad event occurred November 27, 1846.

NEW LONDON stands on the western shore of the Thames, 3 miles from its entrance into Long Island Sound, and 120 miles from New York. Its harbor, spacious and well sheltered, with 30 feet water, is one of the best in the Union. It is defended by Fort *TRUMBULL*, standing on a projecting point about a mile below the city, and by Fort *Griswold* in Groton, on the opposite side of the river.

"The largest navy in the world can ride out any gale with perfect security in this capacious anchorage, and being the only harbor between Newport and New York, suitable for a naval force, as well as for the thousand transient vessels of the Sound; these facts give it an importance unsurpassed by any other on our coast. Its vicinity to Gardner's Bay, which would be the most accessible and desirable rendezvous for a hostile squadron—as was the case in the last war—but enhances its consequence. The site of Fort Trumbull, from which shot can be thrown with ease 'between wind and water,' as well as the favorable position of adjacent highlands, give it great advantages for fortification; and it is moreover now connected with the naval station in Massachusetts by railroad."

The courts of New London county are held here and in Norwich alternately. It contains a court-house and jail, 5 churches, 3 banks, 2 insurance companies, besides many stores and public houses. In the rear of the city, the ground rises to such a height as to give a commanding view of the harbor, the noble monument on Groton Heights, erected in memory of the gallant Ledyard and his compatriots, the river losing itself in the Sound, and the surrounding country. Population in 1840, 5,519. The tonnage at the same period was 44,822 tons, many of the vessels being engaged in the whale trade. New London and its vicinity, when first settled by the English in 1646, was the favorite residence of a warlike tribe of Indians. It was then called by the aborigines *Paguet*, and the river Thames was called *Monhegia*.

ALLYN'S POINT, 8 miles above New London, is at the head of steamboat navigation, where is a convenient landing. Here commences the *Norwich and Worcester Railroad*, 66 miles in length.

The City of **NORWICH** stands at the head of sloop navigation, on the Thames, 15 miles above New London, 135 miles from New York, and 103 miles from Boston. The position of Norwich, on the steep declivity of a high hill,

with the streets rising above each other like terraces, and looking down upon the Yantic and Shetucket rivers, which flow together at the base and form the Thames, is singularly striking and picturesque. The city contains a court-house and jail, a town hall, 4 banks, 2 insurance companies, 7 churches, several public houses, numerous stores, and about 5,000 inhabitants. The Indian name of this place was *Moheagan*.

In the immediate vicinity are several interesting localities. In the Yantic, a little above its confluence with the Thames, is a fine cataract, affording a very advantageous site for all kinds of machinery to be worked by water-power. The place is called Yanticville. From a high rock, overhanging this cataract, the Mohegan Indians, 'tis said, formerly threw themselves into its boiling waters below, rather than fall into the hands of their Narraganset foes.

In the solid rock, which forms the bed of the river at this place, are frequently to be seen perpendicular circular holes, sometimes five or six feet deep, and evidently drilled or ground out, by stones set a spinning by the eddies of the water. The holes are so regular, as to look like the work of art, and are a great curiosity.

The rear of the bold bluff, round the foot of which Norwich was first built, slopes gently away to the north, is handsomely laid out, and is embellished with several beautiful dwellings, surrounded by gardens, shrubbery, flowers, fruit, and shade.

On leaving Norwich for Worcester, the line of the railroad extends up the valley of the Quinebaug, passing through *Jewett City*, 10 miles; *Plainfield*, 16 miles; *Central Village*, 19 miles; *Danielsonville*, 25 miles; *Daysville*, 28 miles; *Pomfret*, 33 miles; *Fishville*, 39 miles; *Webster*, 43 miles; *Oxford*, 48 miles; to *WORCESTER*, 59 miles.

For a further description of this route, see page 23.

**STEAMBOAT AND RAILROAD ROUTE BETWEEN
NEW YORK AND BOSTON VIA STONINGTON,
CONN.**

THIS is an expeditious and favorite route of travel, being more direct than either of the other great lines of travel between the above cities. The steamboats are of unrivalled speed, and very commodious, affording all the security and comfort that could be expected in navigating Long Island Sound,—passing through its entire distance of over 100 miles.

A steamboat leaves New York every afternoon, for Stonington, Sundays excepted, from pier No. 1 North river.

Returning,—cars leave Boston from the depot at the bottom of the Common, at 5 P. M., passing through Providence, R. I.

STONINGTON, 125 miles from New York, by water, and 91 miles by railroad from Boston, stands on a point of land projected half a mile into the water at the east end of Long Island Sound. It has a good harbor protected by a break-water, constructed by the United States government. It contains upwards of 1,000 inhabitants, engaged mainly in navigation and the whale-fishery. The distance to Providence, R. I., by the *Providence and Stonington Railroad*, is 49 miles, and a line of first-class steamboats runs daily between this place and New York. Stonington is one of the most famous places on the coast, for sea-fish of the finest flavor, and for placing upon the table in their finest condition. The black-fish, or as they are called along that part of the coast, *tautau*, are inexpressibly finer than the same species of fish at New York; and the reason is, that they are taken close at land, and killed and cooked without any needless loss of time, affording a delicious treat to the epicure.

In SOUTH KINGSTON, 22 miles from Stonington, and 25 miles from Providence, in a northwest direction, is situated the depot, where the passenger cars usually stop ten minutes for refreshments. The town contains two villages, and is

the capital of Washington county. The principal village, situated a few miles east of the depot, contains a court-house and jail, a bank, 2 churches, and a number of neat dwellings. *Point Judith*, projecting itself from the south part of the town, is washed by the Atlantic ocean.

The City of PROVIDENCE, the semi-capital of Rhode Island, in connection with Newport, is advantageously situated at the head of Narraganset Bay, 35 miles from the ocean, 174 miles from the city of New York, and 49 miles from Boston by railroad route. This is the second city in New England, in point of population and trade; in 1840, it contained 23,171 inhabitants, most of whom are engaged in commercial and manufacturing pursuits. Vessels of eight or nine hundred tons come up to its wharves, and it has long been successfully engaged in a trade with the West Indies and China; coasting packets also run to most of the ports in the Union.

The principal public buildings, &c., are—the State House, built of brick, and a state prison, recently erected. *Brown University*, occupying a commanding situation, has two large brick edifices, 4 stories high. This is an old and popular institution, originally established in Warren, 1764, but removed to Providence in 1770; it has a president and 8 professors and instructors. The annual commencement is on the first Wednesday in September. There are 38 churches of different denominations, several of which, as specimens of architecture, may be ranked among the finest buildings of the kind in the country; the Athenæum, founded in 1836, with a handsome granite building, and a well-selected library of 14,000 volumes, is a praiseworthy institution; an arcade building, a theatre, 22 banking-houses, 4 insurance companies, and 20 hotels and public houses.

The *Providence and Worcester Railroad*, 43 miles in length, opens a direct line of travel to Albany and Buffalo, and will no doubt soon afford a direct communication with New Hampshire and Vermont, by means of projected rail-

roads. The *Providence and Stonington Railroad*, 49 miles in length, and the *Boston and Providence Railroad*, 42 miles, constitute two of the great links in the line of travel between the cities of New York and Boston. The new railroad depot in Providence, near the Cove, is a fine and commodious building, calculated to accommodate all the above railroads.

A steamboat runs daily between Providence and Newport, a distance of 28 miles, connecting with the steamboat line running between New York and Fall River.

PRINCIPAL HOTELS IN PROVIDENCE.

City Hotel, 24 Broad-street; Franklin House, 23 Market Square; and Mansion House, 79 Benefit-street.

The names of the stopping-places on the railroad route between Providence and Boston are, *Sekonk*, 2 miles; *Dodgeville*, 8 miles; *Attleboro'*, 10 miles; *Mansfield*, 17 miles; *Foxboro'*, 20 miles; *Sharon*, 24 miles; *Canton*, 28 miles; *Dedham*, 34 miles; *Roxbury*, 40 miles; *Boston*, 42 miles.

The village of PAWTUCKET, 3 miles from Providence, situated on both sides of Pawtucket river, to which place it is navigable for sloops, lies partly in Rhode Island and partly in Massachusetts. It is a large and flourishing manufacturing place, containing in 1840 about 6,000 inhabitants, 7 churches, 3 banks, and 12 cotton factories, besides several other large manufacturing establishments. The completion of the *Providence and Worcester Railroad*, together with a change of the line of the *Boston and Providence Railroad*, brings this village on two important lines of travel, affording great facilities for the transportation of raw and manufactured products.

At MANSFIELD commences the *Taunton Branch Railroad*, running 11 miles southwest, to the village of Taunton. There is also a branch railroad extending to Stoughton, 4 miles, and another to the village of Dedham, 2 miles from the main railroad.

STEAMBOAT AND RAILROAD ROUTE BETWEEN NEW YORK AND BOSTON VIA NEWPORT AND FALL RIVER.

THIS is a new and popular route of travel, affording every comfort and security to passengers that could be desired. The steamboats are of the largest class, stanch-built and ably commanded. By this line, passengers are conveyed by steamboat through Long Island Sound, passing Point Judith, and enter Narraganset Bay, affording a view of the beautiful harbor of Newport, which city and its vicinity has now become one of the most fashionable summer resorts in the Union.

A steamboat leaves New York from pier No. 3, North river, for Newport and Fall River, Mass., every afternoon, Sundays excepted.

Returning,—cars leave Boston from the Old Colony Railroad depot, corner South and Kneeland streets, at 5 P. M.

NEWPORT, 165 miles distant from the city of New York by steamboat route, 28 miles south-southeast from Providence, and 18 miles southwest from Fall River, is delightfully situated near the southern extremity of the island of Rhode Island, facing Narraganset Bay, being about 5 miles from the ocean. No place in the United States possesses a more safe and capacious harbor, or better means of defending its entrance against an invading foe. *Fort Adams*, which is on the head of a promontory opposite the town, commands the whole entrance to Narraganset Bay, as well as the entrance to Newport harbor, and is one of the most extensive and perfect fortifications in the country, being usually garrisoned by several companies of United States troops. *Fort Green*, built during the late war, at the northern extremity of the town, has been suffered to go to decay.

Newport appears to great advantage as it is approached from the water: the ground rising in a beautiful and gentle

acclivity, shows the buildings to much advantage. The pleasantness of its situation, and the healthfulness of its climate, its fine views, and its cooling ocean breezes, have rendered it a favorite summer resort to the most fashionable class of inhabitants of the northern and southern states. In the vicinity is fine sea-bathing, and the fish, which are taken in great abundance, are celebrated for their delicious flavor. It contains a state-house, a market-house, a theatre, a public library containing over 8,000 volumes, 3 academies, 6 banks, several well-kept hotels, and 12 churches of different denominations; 1,300 dwelling-houses, and 8 or 9,000 inhabitants. The accommodations for visitors are ample and of a good character, affording every inducement to the invalid and seeker of pleasure to make this place a summer residence.

NARRAGANSET BAY, 30 miles long and from 3 to 12 miles wide, is a most beautiful body of water, communicating with the Atlantic ocean, between Point Judith on the west and Seacomet rocks on the east. It receives Providence and Pawtucket rivers in its northwest part, Taunton river in its northeast part, and Pawtuxet river on its west side. It contains a number of beautiful and fertile islands, and is accessible from the ocean at all seasons of the year,—affording one of the most secure harbors, during a gale, to be found in the United States.

BRISTOL, about half way between Newport and Fall River, is a port of entry, situated on the east side of Narraganset Bay, and has a good harbor. It is extensively engaged both in the coasting trade and the fisheries. The village contains a court-house, 5 churches, 2 banks, and a number of stores. In this town is *Mount Hope*, about two miles northeast of the court-house, and a fine elevation, about 300 feet above tide-water. Here the celebrated King Philip, chief of the Pequods, and the terror of the early colonists, held his court. The view from the summit is exceedingly beautiful, overlooking the picturesque waters of Narraganset Bay and the surrounding country.

The village of FALL RIVER, 183 miles from the city of New York by steamboat route, and 53 miles by railroad from Boston, is most favorably situated upon what is usually known as Taunton river, though more properly speaking, here a part of Narraganset Bay. The harbor affords a sufficient depth of water for ships of the largest class, is very commodious, and well-sheltered. This is now considered one of the most flourishing places in New England, being, in regard to the union of hydraulic power and navigable waters, unsurpassed by any town in the Union. Its chief support and importance is derived from its numerous factories, although the navigable interests are by no means inconsiderable.

The principal manufacturing business of Fall River consists of cotton, wool, iron, the printing of calico, and the manufacturing of machinery. Most of the above establishments are propelled by water-power, which is afforded by a stream rising two or three miles easterly from the village, in the Watuppee ponds, the outlet of which is called Fall river, the descent being, in less than half a mile, more than one hundred and thirty feet, affording an available and never-failing hydraulic power of great extent. The village contains about 10,000 inhabitants, 12 churches, many of them elegant structures, 2 hotels, and a large number of stores of different kinds.

By means of railroads running to Taunton, New Bedford, and Boston, and the new line of steamboats running to the city of New York, this place is no doubt destined to continue to rapidly increase in numbers and wealth.

On leaving Fall River by railroad for Boston, &c., the cars proceed 12 miles to the depot at Myrick's; here is crossed the *New Bedford and Taunton Railroad*, it being 14 miles to the former and 6 miles distant to the latter place; the passenger, if desirous, can proceed to Taunton and thence to Boston,—passing over the Taunton branch of the *Boston and Providence Railroad*.

The other stopping-places on the direct route from Fall River to Boston are—*Middleboro'*, 19½ miles; *Bridgewater*, 26½ miles; *North Bridgewater*, 34 miles; *South Braintree*, 42 miles; *North Braintree*, 43 miles; *Quincy*, 45 miles; *Neponset*, 48½ miles; *Dorchester*, 50 miles; and *Boston*, 53 miles.

A railroad is just completed, extending from Middleboro', southeast to Sandwich, situated at the head of Cape Cod Bay.

From Bridgewater, a branch railroad extends northeast to the *Old Colony Railroad*. At South Braintree, the *Fall River Railroad*, 42 miles in length, terminates, intersecting with the above railroad, which extends from the junction to the city of Boston, a further distance of 11 miles.

As the tourist approaches what may be called the capital of New England, by any of the above described great lines of travel, the city of Boston is seen to great advantage; presenting a dense mass of architecture, including many stately public edifices and massive storehouses, together with costly and showy mansions, all of which are inhabited by an intelligent, active, and thriving population.

One of the gifted sons of New England, thus speaks of the land of his birth:

NEW ENGLAND.

BY J. G. WHITTIER.

“LAND of the forest and the rock—
Of dark blue lake and mighty river—
Of mountains reared aloft to mock
The storm's career, the lightning's shock:
My own green land forever!
Land of the beautiful and brave—
The freeman's home—the martyr's grave—
The nursery of giant men,
Whose deeds have linked with every glen.

And every hill, and every stream,
 The romance of some warrior-dream!
 Oh! never may a son of thine,
 Where'er his wandering steps incline,
 Forget the sky which bent above
 His childhood like a dream of love—
 The stream beneath the green hill flowing—
 The broad-armed trees above it growing—
 The clear breeze through the foliage blowing;
 Or hear, unmoved, the taunt of scorn
 Breathed o'er the brave New England born.”
 * * * * *

THE CITY OF BOSTON.

The seat of government in Massachusetts, and the great commercial and social centre of New England, stands on a peninsula in the westernmost and deepest inland curve of Massachusetts Bay. The peninsula, originally of very uneven surface, was principally marked by three bold hills, called Beacon Hill, Copp's Hill, and Fort Hill. Its greatest length, measuring from the Roxbury line, (where it connects, on the south, with the main-land,) across "The Neck," northerly to the head-land formed by Fort Hill, opposite to Charlestown, is about 3 miles; and its greatest breadth, from Charles River Bay, behind, or on the west side, to the harbor in front, on the east side, is about 1 mile. Taking the centre of the town, at or near Cornhill and the Old State House, for the point of observation, it is in N. lat. 42 deg. 21 min. 23 sec.; in E. lon. from the meridian of Washington, 5 deg. 58 min., and in W. lon. from Greenwich, England, 71 deg. 4 min. 9 sec.

Boston was founded in August, 1630, ten years, lacking about four months, after the first landing of the Pilgrims at Plymouth, in December, 1620. Its Indian name was *Shawmut*. During the colonial period the growth of the town, as of the country generally, was slow. Its population in 1700,

was 7,000 ; in 1765, 15,520. Even as late as 1790, when the first census was taken under the present government of the United States, then newly established, the population of Boston was only 18,038. In 1800, it had risen to 24,937 ; in 1810, to 33,250 ; and in 1820, to 43,298, showing a *rate* of increase, in each successive period, of about 33½ per cent. In 1830, however, the number had advanced to 61,391 ; and in 1840, to 93,383, showing a *rate* of increase, not far from 50 per cent. in each of these two periods. In 1845, the population was 114,366, an impetus being given by the many lines of railroads concentrating in Boston. The total population of Boston and its immediate vicinity, is now at least 250,000. This *acceleration* in the ratio of increase, from about *one-third* to *one-half*, is somewhat remarkable, not so much, perhaps, for its amount, as from its *coincidence* with that change in the policy of our national government which was adopted for the purpose of introducing and promoting domestic manufactures, through the agency of discriminating and protecting duties on imports. Up to the period referred to, the capital and the enterprise of Boston had been chiefly employed in commerce and its dependent occupations ; and though the change in question was most strenuously opposed by the great majority of the commercial classes of that city, yet when it was once adopted, no community in the country embarked in manufactures more promptly and efficiently ; and the result may be seen in the striking coincidence between the date of that change which enlarged the field of enterprise for the intelligence, capital, labor, and skill of that community, and the commencement of a greatly accelerated rate of increase in its population and wealth.

In this progress of population, the original limits of the peninsula have been found much too narrow for the growing numbers ; and the city now consists of three distinct parts, namely, Boston of the peninsula—South Boston, built along the westerly base and slopes of Dorchester Heights, on

ground formerly belonging to the town of Dorchester, but annexed to peninsular Boston in 1804—and East Boston, built on an island in the harbor, formerly called Noedle's Island, lying off against the northerly portion of the peninsula, and separated from Charlestown and the main-land on that side, by the waters of the Mystic river where they mingle with the harbor. It is connected with the main-land at Chelsea by a bridge 600 feet long, and with the peninsula city by steam ferry-boats which start from each side every five minutes. East Boston has grown up wholly since 1833. It is the station of the Liverpool or Cunard line of Steam Packets, and the termination of the Eastern Railroad

The government of the city consists of a mayor, 8 aldermen, and 48 common councilmen, composing two boards, who together are denominated the City Council. They are chosen annually, the Mayor and Aldermen from the people at large, and the Common Councilmen, 4 from each of the twelve wards.

The peninsular situation of Boston has produced the necessity of an unusual number of bridges to connect the city with the surrounding country. These are six in number and of great length; and though they are all of wood, and without any pretensions to architectural beauty, yet their great extent, number, and position, give them an imposing aspect, while their great utility and the train of ideas associated therewith, render them objects of lively interest. Charles River Bridge, 1,503 feet long, and Warren Bridge, 1,390 feet, lead to Charlestown; West Boston Bridge, 2,758 feet, with a causeway, in immediate continuation, of 3,432 feet, leads to Cambridge and Harvard University; Canal Bridge, 2,796 feet, leads to East Cambridge, and about midway extends an arm to State Prison Point within the limits of Charlestown; South Boston Bridge, 1,550 feet, and Free Bridge, 1,828 feet, both lead to South Boston; and besides all these, there is a bridge-like structure, a noble work vastly

more extensive and costly than either of the bridges, and called Western Avenue, a mile and a half long, extending from the westerly side of the city across Charles river bay to Brookline, with a branch leading to Roxbury, the whole of which was designed for a tide-dam, as well as a road, and which furnishes a vast amount of hydraulic power.

The streets of Boston, especially in the older quarters of the city, are rather irregular and narrow ; but no city in the Union is more substantially built, or contains a greater proportion of spacious and costly private mansions ; and no city on the globe can boast of as high a degree of cleanliness. In this particular, so important to the health, comfort, and pleasantness of a large town, the streets, public areas, and private courts and yards of Boston are truly admirable, and a model for all other cities ; and the simple means by which this desirable condition of things is secured, is an ordinance which forbids the inhabitants to throw offal, dirt, fragments, or filth of any sort, vegetable or animal, upon the ground in the streets, or in private enclosures, but requires all these things to be put into casks, or vessels of some kind, and these are regularly removed by the scavengers. Thus, the frequent handling of this noisome rubbish, which is the obvious and unavoidable consequence of permitting them to be cast upon the ground at all, is avoided, and the removal of them is rendered complete and certain. These simple regulations being enforced, the city is kept clean, sweet, and wholesome ; and that, too, with far less expense of time, labor, and money, than is possible in any other way. This management saves to Boston, every year, many thousands of dollars in her annual expenditures ; and its good sense and great economy are so palpable as to make it really surprising that it is not the settled system of every populous town.

Boston harbor, commodious, deep, easy of access, and yet easily defended, is one of the best in the world. The approach to the inner harbor, immediately in front of the city,

is, for a short distance and immediately under the batteries of Fort Independence, by a channel so narrow that two large ships could scarcely pass abreast, while within, it spreads into a noble haven spacious enough for 500 ships of any size to ride securely.

Boston is distinguished for the extent and convenience of its Wharves, as well as its Bridges. Of these, Long Wharf, the oldest and longest, projects from the foot of State-street into the harbor 1,650 feet. The other two of most importance are—India Wharf and Central Wharf, each about 1,240 feet long, and remarkable, especially the latter, for the ample dimensions, the convenience, and the massive strength of their warehouses.

PUBLIC BUILDINGS.

Of the Public Edifices, the most conspicuous is the *State House*. It stands on Beacon Hill, the highest ground on the peninsula, and 110 feet above tide-water. It was erected in 1798, of brick, with a front of 173 feet facing to the east. It is surmounted by a fine dome, 52 feet in diameter, copied from that of St. Paul's Cathedral in London, but on a reduced scale to correspond with the proportions of the building. From the dome a cupola rises to the height of 230 feet above tide-water, affording a prospect of surpassing beauty, and by its vast extent invested with the most impressive grandeur.

Another of the public edifices here, is the famous *Faneuil Hall*, so named in honor of its founder. It is of brick, and is 100 feet long, 80 feet wide, and 3 stories high. The great hall within, is on the second floor, and is 76 feet square, with deep galleries on three sides, the other side being furnished with a desk and seats like a judicial bench, to accommodate the presiding officers of public meetings; and the wall above it is adorned with portraits of Faneuil, Washington, Hancock, and many other worthies.

Faneuil Hall Market is a noble structure, which with

other valuable improvements, owes its origin to Josiah Quincy, (for many years past, President of Harvard University,) during his Mayoralty. It is built of hewn granite, and is 536 feet long, 50 feet wide, and 2 stories high,—the most superb market-house in the Union.

The *Massachusetts Hospital* is also a fine granite structure, 168 feet by 54, standing in an area of four acres, on the shore of Charles river, on the westerly side of the city

The Houses of *Industry, Correction, and Reformation*, are in South Boston.

The new *Custom-House*, built by the United States, near the head of Central Wharf, is a costly edifice of granite, built in the Grecian style.

The *Exchange*, fronting on State-street, is a splendid building; on the first floor is the Post-Office, on the second floor is the Exchange Room; the other part of the building being occupied by different kinds of offices.

The *Athenæum Building* is a new and elegant edifice, recently erected in Beacon-street. It contains a valuable library of upwards of 35,000 volumes.

The *Old State House*, at the head of State-street, is an old and venerable edifice, although now used for private purposes.

There are about 100 *Churches* of different denominations; several of them are very stately and imposing edifices,—many of the pulpits being filled with eminent divines.

THEATRES, AND OTHER PLACES OF AMUSEMENT AND RESORT.

The *Federal-street Theatre*, situated on the corner of Federal and Franklin streets, is an old and popular place of amusement.

The *National Theatre*, at the junction of Portland and Traversee streets, was built in 1831.

The *Adelphi*, recently opened in Court-street, is devoted to comic and burlesque performances.

The new *Boston Museum*, situated opposite Tremont Row,

near Court-street, is an attractive place of amusement, combining theatrical performances.

The *Missionary House* in Pemberton Square, contains a Museum, which has been collected and presented by missionaries in various parts of the world.

The *State-House*, on Beacon Hill, overlooking the Common and a large part of the city, is well worthy of a visit by strangers.

Faneuil Hall is an old and venerable edifice, yearly visited by thousands of curious and patriotic visitors. Here have been held public meetings, from the days of the revolution to the present time,—the spot having been hallowed, at different periods, by the presence of most of the eminent men of the Union.

The *Bunker Hill Monument*, in Charlestown, is another consecrated and commanding object of interest, where thousands annually resort.

The *Boston Common*, one of the most venerated and lovely spots imaginable, is daily visited in pleasant weather by thousands of citizens and strangers. Of the Public Grounds in Boston, it is by far the largest and most beautiful, situated on the southwesterly side of the city, looking across Charles river bay to Brookline and Roxbury. It contains about 50 acres, is laid out with gravel walks, and abounds with trees. It is an exceedingly beautiful place, and adds very much to the pleasantness of a permanent residence in Boston.

In commerce and navigation, Boston ranks as the second city in the Union, standing next to New York, and possessing a tonnage, which, taking both registered and enrolled vessels, amounted in 1845, to 225,103 tons. But this is not all. An able and authentic article on the commerce of Boston, in the *Merchants' Magazine*, (N. Y.,) for May, 1844, shows that a heavy amount of the commerce of New York, and especially of the East India trade, is carried on in Boston vessels.

The great line of Steam Packets, called the *Cunard Line*,

runs between Boston and Liverpool, touching both ways at Halifax. Samuel Cunard, of Liverpool, was the chief actor in establishing this line. The steamers which compose it, have performed their passages, on an average of all, in 12½ days of running time each way; thus shortening the average time of the sailing-packets nearly one-half; or, in other words, annihilating, for the purpose of practical intercourse, about half of the previous distance between America and Europe.

Steamboats of a large class run between Boston and Portland, Bangor, and St. John, N. B., stopping at the intermediate ports. Lines of Packets run regularly also from Boston to all the other principal ports of the Union. By various Railroads, Boston now enjoys a speedy communication, by land, with the chief trading-towns of New England, and above all, by the Western Railroad with Albany, and through the canals and railroads of New York, with the great lakes and the far west. A line of railroads is also nearly completed to Burlington, Vt., and Montreal, Can.

The number of Banks in Boston in 1847, was 25, having an aggregate capital of about \$18,000,000, and 28 Insurance Companies, with an aggregate capital of about \$7,000,000.

The total amount of capital employed in manufactures of various kinds in Boston, is stated at upwards of four millions; but a far larger amount of Boston capital is invested in cotton and woollen manufactures in Lowell, Waltham, Lawrence, and other places. The capital employed in Boston, in foreign trade, is stated at about \$12,000,000.

Boston has always been justly distinguished for the excellence and the number of its Schools. Besides the numerous private seminaries of various kinds, there are, of the Public, or Free Schools, a Latin Grammar School; a High School, in which mathematics and the higher branches of a sound English education are efficiently taught; 19 grammar and writing-schools; 125 primary schools; and 1 African school. These are all sustained by the public, throughout the year, at an annual cost of about \$200,000.

COCHITUATE AQUEDUCT, OR BOSTON WATER-WORKS.

An act of the Legislature was obtained in 1846, and an efficient board of Commissioners appointed by the city of Boston, for the speedy and abundant supply of *pure and wholesome water*, to be brought in an aqueduct from Cochituate Lake, or Long Pond, lying in the towns of Natick, Framingham, and Wayland, Middlesex county, Mass.

This lake covers an area of 659 acres. Its depth, in some places, is 70 feet; and its elevation, above common tide at Boston, is 124 feet.

The *Aqueduct*, commenced in the spring of 1847, is thus described by the Hon. Josiah Quincy, jr., Mayor of the city of Boston, on laying the corner-stone of the Beacon Hill Reservoir, Nov. 20, 1847.

"The water is to be brought in an oval brick aqueduct, over six feet in height, about fourteen and a half miles from Cochituate Lake, to Brookline, where it discharges itself into a reservoir of more than twenty acres in extent. From Brookline the water is forced by its own pressure, through pipes of 30 and 35 inches in diameter, to the two reservoirs in the city, the one on Mount Washington, at South Boston, which will contain a superficies of 70,000, and one on Beacon Hill of 38,000 feet.

"The Reservoir in Brookline, is as near to the centre of Boston, as the Distributing Reservoir in New York is to the lower part of that city. Its pressure even at that distance would raise the water to the height of this reservoir, but being tapped and subject to constant drafts, the supply would be uncertain, and on great emergencies, such as a great conflagration, might be insufficient. The object of the two reservoirs in the city, is to render a large supply always ready, and to keep an equable pressure on the pipes, so as to insure the regular supply of water at the highest and remotest points of the city. The Beacon Hill Reservoir will enable us to have a fountain on the Common, which will throw a jet to a great height.

"It will contain 3,000,000 of gallons, and be filled in sixteen hours, and in the opinion of all the engineers is fully adequate to the purposes of an aqueduct of the size which we propose to construct. Under these circumstances, the commissioners did not feel justified in expending a very great sum to increase its capacity, especially as from the nature of the work it could not be made to add to the architectural beauty of the city.

"The Reservoirs will be constructed in the most perfect manner which art and experience can devise. They will deliver to the city of Boston ten millions of gallons a day.

"The line of pipes between Boston and Brookline, and in the city, will amount to a little over sixty miles in length. Such is the progress of the work, that I have no doubt that the waters of Lake Cochituate will be delivered in the city of Boston within twelve months from this day. The Lake Cochituate has been bought—great part of the land damages have been paid—and the expenditure has already been \$1,500,000. From what we know of the nature of the work, and the cost of materials, a correct estimate can be made of the expense, and this, including interest to be charged to construction, will fall, in my opinion, within three millions of dollars."

PRINCIPAL HOTELS IN BOSTON.

Albion Hotel, Tremont-street ; American House, 42 Hanover-street ; Broomfield House, Broomfield-street ; City Hotel, Brattle-street ; Adams House, 371 Washington-street ; Commercial Coffee House, Milk-street ; Eastern Exchange Hotel, Eastern Avenue, near Eastern R.R. Depot ; Elm-Street Hotel, 9 Elm-street ; Exchange Coffee House, Devonshire-street ; Franklin House, 44 Merchants' Row ; Fulton House, corner Cross and Fulton streets ; Hanover House, 50 Hanover-street ; Marlborough Hotel, 229 Washington-street ; Merchants' Exchange Hotel, State-street ; Merrimac House, Merrimac-street ; New England House, Clinton-street ; Pa-

vilon, 41 Tremont-street ; Pearl-Street House, Pearl-street ; Pemberton House, Howard-street ; Quincy House, Brattle-square ; Revere House, Bowdoin-square ; Tremont House, Tremont-street ; United States Hotel, corner Kingston, Beach, and Lincoln streets ; Washington House, 158 Washington-street ; Winthrop House, Tremont-street.

The following historical sketch of the first settlement of Boston, is supposed to be correct.

"On the 10th day of September, 1621, only two hundred and twenty-six years ago, an exploring company from Plymouth discovered and visited a peninsula jutting out boldly into the broad bay of Massachusetts, and united by a narrow neck to the main-land. The peninsula was six hundred acres in extent, sparsely covered with trees, and nearly divided by two creeks into three small islands, when the creeks were filled by the tide. Three rounded eminences, swelling from the water's brink, gave it its Indian name of Shawmut, or hill with three tops, and its English name of Trimountain. The promontory, being nearly surrounded by water, divided into hills, and small in extent, was capable of an easy defence against the Indians. The eye of the colonist, as he sailed along the untrodden shores, surveyed every spot with a soldier's glance, and here he found with delight promised security, 'sweet water,' and a safe harbor.

"The Indians also had seen its advantages, and the discoverers found here a sachem whose name, scarcely rescued from oblivion by the present splendor of his domain, was Obbatinewat. New York has preserved the memory of Tame-nund, but Boston contains no memorial of the sachem, the blue smoke of whose council fire was curling upward to the skies, when the voyagers from the old colony visited Trimountain.

"Nine years after, the peninsula received the name of Boston, in honor of the Rev. John Cotton, who emigrated from Boston in Lincolnshire, England—a name by which it will be known in all future ages."

RAILROAD AND STEAMBOAT ROUTES,

FROM BOSTON TO DIFFERENT PLACES IN NEW ENGLAND.

	Miles.
Boston to Cohasset, Mass., by Railroad, ...	22
" Plymouth, " "	37
" Sandwich, " "	60
" Taunton, " "	36
" New Bedford, " "	56
" Nantucket, " Railroad and Steamboat, ...	120
" Fall River, " by Railroad, ...	53
" Providence, R. I., "	42
" Newport, " Railroad and Steamboat, ...	71
" Stonington, Conn., by Railroad, ...	91
" Worcester, Mass., "	44
" Norwich, Conn., "	103
" New London, do., Railroad and Steamboat, ...	118
" Springfield, Mass., by Railroad, ...	98
" Northampton, " "	115
" Greenfield, " "	134
" North Adams, " "	169
" Pittsfield, " "	151
" New York State Line, "	162
" Hartford, Conn., "	124
" New Haven, " "	160
" Fitchburg, Mass., "	50
" Brattleboro', Vt., ...	118
" Keene, N. H., ...	92
" Bellows' Falls, Vt., ...	114
" Rutland, "	168
" Burlington, Vt., via Rutland, ...	236
" Lowell, Mass., by Railroad, ...	26
" Nashua, N. H., "	41
" Concord, " "	73
" West Lebanon, do., "	143
" Montpelier, Vt., "	218
" Burlington, " " via Montpelier, ...	258
" Lawrence, Mass., "	29
" Dover, N. H., "	66
" Portland, Me., via Boston and Maine Railroad, ...	110
" Salem, Mass., by Railroad, ...	14
" Gloucester, do., "	28
" Newburyport, do., "	34
" Portsmouth, N. H., "	54
" Saco, Me., via Eastern Railroad, ...	92
" Portland, do., "	105
" Hallowell, do., Railroad and Steamboat, ...	166
" Bangor, do., "	245
" Eastport, do., "	335
" St. John, N. B., Steamboat, ...	400
" Halifax, N. S. "	500

THE VICINITY OF BOSTON.

No place in the Union, probably, exceeds Boston, for the beauty and variety of the scenery of the surrounding country. Dorchester, Roxbury, Brookline, Brighton, Cambridge, Charlestown, and Chelsea, are among the points of attraction which cluster around the capital of New England. Seaward, the beautiful bay expands on the east, embosoming several small islands, some of which are fortified, and serve as breakwaters to the important harbor of Boston.

DORCHESTER, first settled as early as 1630, is situated about 4 miles south of Boston. It is embellished with many fine country residences, which, with the substantial farm-houses and well-cultivated farms, give abundant evidence of prosperity and comfort. The population of the town in 1840, was 4,875. The peninsula, consisting of Dorchester Neck and Dorchester Heights, borders on Boston harbor, and the Heights are included within the corporate limits of the city, under the name of South Boston. In the night of March 4th, 1776, the army under General Washington threw up works on Dorchester Heights, which commanded the harbor, and compelled the British to evacuate Boston. The *Old Colony Railroad* passes through Dorchester, where is a depot.

The City of ROXBURY, a point or two west of south from Boston, and through which passes the *Boston and Providence Railroad*, is a delightful place of residence. It is joined to the city by a neck of land, which constitutes a broad avenue, and may be regarded as a continuation of Washington-street, Boston.

"Many parts of Roxbury, which, until recently, were improved as farms or rural walks, are now covered with wide streets and beautiful buildings. The population in 1845 was 13,929, being incorporated as a city in 1846. The natural alliance which subsists between Boston and Roxbury—their close connection by wide and beautiful avenues—

the crowded state of the one, and the romantic beauties of the other, can leave no doubt on the mind of an observer of the rapid increase of Boston, that Roxbury with its crystal springs and admirable sites for building, will soon become the location of a large portion of the wealth and fashion of the metropolis."

BROOKLINE, 4 miles southwest of Boston, like all the towns in the vicinity, is in a high state of cultivation, and furnishes many elegant country seats for citizens transacting business in the city.

BRIGHTON, 5 miles west of the city, through which passes the *Boston and Worcester Railroad*, was formerly a part of Cambridge, and lies between that place and Brookline. Here is annually held the famous Cattle Fair and Mart, which was commenced during the revolutionary war, and has been increasing in importance ever since. Most of the cattle for the supply of the Boston market are brought in droves to this place.

The City of CAMBRIDGE, 3 miles northwest of Boston, is one of the ancient towns of New England, having been first settled in 1631, under the name of Newtown. It is the seat of *Harvard University*, formerly called Harvard College, the oldest institution of the kind in the Union, having been founded in 1638, less than twenty years after the landing of the Pilgrims at Plymouth. This institution is more richly endowed than any other college in the United States. It has a president and 27 professors and other instructors, and usually numbers from 4 to 500 students. The annual commencement is on the 4th Wednesday in August.

In the city of Cambridge are three handsome settlements, known as Old Cambridge, Cambridge Port, and East Cambridge; through the latter runs the *Boston and Lowell Railroad*. The population of the town, in 1840, was 8,409.

"From the first settlement of the country, Cambridge has been a place of great importance. It has ever been closely connected with Boston in all its patriotic and literary rela-

tions, and were it not for municipal distinctions, it might be considered a part of that city. At the commencement of the Revolution, and during the year 1775, the head-quarters of the American army were in this place, and here Washington entered upon his duties as commander-in-chief. The Washington Elm, on the westerly side of Cambridge Common, is an object of interest, as under its branches Washington is said to have been stationed while his commission was proclaimed to the army of twenty thousand men drawn up on the Common; and here he drew that sword, which, turning every way, like the sword of the angel, became salvation to his country, and terror and confusion to her adversaries."

MOUNT AUBURN, 5 miles from Boston, is situated in Cambridge. Every traveller of taste should visit this cemetery. It is the *Père la Chaise* of this country, and is located in one of the most delightful spots ever selected for the repose of the dead. The grounds are very extensive, comprising hill and dale, covered with trees and shrubbery of almost every kind. There are numerous avenues for carriages and paths for pedestrians, designated by botanical names. The first interment was made in 1831; since then it has gradually been filling up, and ornamented by art, until it now presents a sacred and romantic appearance.

CHARLESTOWN, 1 mile north of Boston, is situated on a peninsula lying between Charles and Mystic rivers, and connected with Boston by Warren and Charles river bridges. Here commences the *Fitchburg Railroad*, 50 miles in length. The streets, though not laid out with great regularity, are many of them wide and ornamented with trees. The public buildings are—a state prison, conducted on the most improved model; the Massachusetts Insane Hospital, called, from a distinguished benefactor, the McLean Asylum; an alms-house, townhouse, and 9 churches. The United States Navy Yard at this place, covers 60 acres of ground, and is an important naval depot. Here is a drydock, built of hewn

granite, of sufficient magnitude to take in the largest ships of war ; a marine hospital, an arsenal, a powder magazine, a spacious warehouse, and a house for the superintendent, all of brick, and two immense wooden buildings, under which the largest ships are constructed.

BREED'S HILL, commonly called *Bunker Hill*, immediately in the rear of the town, is the spot where the bloody battle was fought at the commencement of the revolutionary struggle, June 17, 1775, in which the Americans lost 119 killed and wounded 449, and the British, 1,055. Here fell the lamented WARREN, the volunteer martyr in the first great battle that American principles waged against British tyranny. To commemorate this important event, a granite obelisk has been erected on the eminence, overlooking the Navy Yard and the harbor of Boston. It is 30 feet square at the base, 220 feet high,* and 15 feet square at the top, and is ascended within by a winding staircase. Its estimated cost is about \$100,000.

CHELSEA, 3 miles northeast of Boston, is connected with Charlestown by a bridge at the mouth of the Mystic river. Here are located several flourishing manufacturing establishments. A fine view of Boston, from this point, embellishes this work.

EAST BOSTON, although separated from the peninsula on which the State-House stands, is a part of Boston, and is described in connection with the city. Here commences the *Eastern Railroad*.

BOSTON HARBOR, lying in the west of Massachusetts Bay, presents many points of attraction, although not equal to the

* The Bunker Hill Monument, although 220 feet high, is 320 feet below the level of the cross on St. Peter's Church at Rome, 140 lower than the cross on St. Paul's in London, and 135 less than the Pantheon in Paris. It is 18 feet higher than the Monument in London, 80 feet higher than the column of the Place Vendôme at Paris, 35 feet higher than the Washington Monument at Baltimore, 100 feet higher than Pompey's Pillar at Alexandria, and 80 feet higher than Trajan's Pillar at Rome.

Bay of New York in beauty of outline, the islands presenting a naked appearance from being washed by the tide and waves dashing against their shores. *Fort Independence* is situated on an island at the outlet of Boston harbor, 3 miles from the city, and opposite to it is *Governor's Island*, containing a fortification erected during the last war. These two forts command the entrance into the harbor of Boston. Seven or eight miles below is a lighthouse, at the northeast extremity of the channel, which communicates immediately with the ocean.

NAHANT, 12 miles northeast from Boston by water, and 14 miles by railroad and stage, is a peninsula jutting out into Massachusetts Bay, connected with the mainland by a delightful beach, or narrow isthmus of sand, so compact as not to receive the imprint of a horse's hoof, or of a carriage wheel, a mile and a half in length, and just high enough to prevent the waves from flowing over it. The peninsula consists of two parts, called Great Nahant and Little Nahant, connected by Bass Neck. Little Nahant, the inner portion, contains forty-two acres, a part of which is under good cultivation. Great Nahant, the outer portion, is two miles long, and in some places half a mile wide, containing 463 acres. The surface is uneven, rising from 50 to 100 feet above the level of the sea. The shores generally consist of precipitous bluffs of ragged rock, rising from 20 to 50 feet above the tide, with a great depth of water below. In some places, however, are fine sheltered coves, well adapted for bathing. The roar of the ocean against the rocks, and the dashing and boiling of the waves, is sometimes terrific.

A spacious hotel, containing about 100 rooms, is erected near the east extremity of Nahant, on elevated ground, overlooking the ocean for many miles. There are other boarding-houses in the vicinity, and many beautiful cottages, the summer residences of families of fortune. This place is much frequented both for health and pleasure during the warm season. A steamboat plies between Boston and Nahant,

during the summer months, and stages run from Lynn, in connection with the cars on the Eastern Railroad.

Among the strange visitors at Nahant, it was currently asserted that the *Sea Serpent*, often seen along the coast, here made his appearance for several successive seasons. This is very probable, as the great quantity of fish found at this place would at any time furnish him a bountiful repast.

CHELSEA BEACH, 5 miles east of Boston; in the town of Chelsea, is about three miles in length. This is a fine place of resort during warm weather, where may be enjoyed a delightful drive along the beach. It may be reached by crossing the ferry to East Boston.

SWAMPSCOT, and PHILLIPS' BEACH, a short distance northeast of Nahant, in the town of Lynn, are both noted resorts for persons in search of pleasure or health.

NANTASKET BEACH, 12 miles southeast of Boston, situated on the peninsula of Nantasket, in the town of Hull, is remarkable for its great beauty,—presenting a fine view of Massachusetts Bay, and the shipping passing and repassing into Boston harbor. Here is to be found fine shellfish, sea-fowl, and good bathing.

GLOUCESTER, on Cape Ann, and other places bordering on Massachusetts Bay, afford great attraction during warm weather for the invalid and seekers of pleasure.

In addition to the places already described in the vicinity of Boston, there are numerous other places worthy of visiting, more remote, but easily reached by land or water, by means of the various railroads, stages, and steamboats, running to and from the city.

QUINCY, 8 miles south of Boston, on the line of the *Old Colony Railroad*, is celebrated as containing the ancestral estate of the Quincy family, which is now the property of Josiah Quincy, LL.D., an eminent agriculturist, formerly president of Harvard University. Here also is situated the estate of the Adams family,—it being the birthplace of two pure and talented Presidents of the United States. The

village, in the centre of the town, is situated on an elevated plain, and is remarkable for its neatness and beauty. In this village is a stone church, designated the "Adams Temple." This building was dedicated in 1828, and cost forty thousand dollars. Within its walls is a beautiful marble monument, to the memory of John Adams and his wife. Here also have lately been deposited the mortal remains of John Quincy Adams. Next to Mount Vernon, it may justly be considered the most hallowed spot in the Union, and will no doubt be resorted to for ages, by the humane and true lovers of American liberty.

In this town and vicinity, is quarried and manufactured immense quantities of the celebrated "*Quincy Granite*." By means of a railroad (the first constructed in the United States) from these quarries to the tide-waters of Neponset river, and of a canal to the centre of the town, this stone is transported to market with great expedition and little cost.

HINGHAM, 12 miles southeast of Boston by water, is an agreeable resort for citizens and strangers. A steamboat plies between Hingham and Boston, for nine months of the year, making three daily trips during summer. The *Old Colony House* is delightfully located on high ground, within five minutes' walk of the steamboat landing. It commands some of the richest scenery in Massachusetts Bay, and is fashionable resort at all seasons of the year.

COHASSET, 22 miles from Boston, by railroad, is a delightful and romantic summer resort, being easy of access by steamboat or railroad cars. The *Indian Pot*, so called, considered quite a curiosity. It is situated near the base of a large mass of solid rock, near the sea-shore. Its cavity is round, smooth, and regular as a well-formed seeth pot, and will hold about twelve pails full. On the mass of rock is another singular excavation, called the *Indian Well*; it is about ten feet deep. Here is also found as fine sea-bathing, and beautiful marine scene as Cape May, Rockaway Beach, or even Nahant can

The *South Shore Railroad*, extends from Braintree, on the line of the *Old Colony Railroad*, to this delightful resort.

PLYMOUTH, 37 miles southeast of Boston, is a seaport and the capital of Plymouth county. The village is pleasantly situated and well-built, chiefly of wood. It contains a courthouse and jail, 6 churches, 2 banks, an insurance company, and Pilgrim Hall. This is the oldest town in New England, and now contains 5,281 inhabitants. It was founded December 22, 1620, by 101 emigrants, who fled from religious persecution in England, first to Holland, and then to New England. The Rock on which they landed, was conveyed in 1774 to the centre of the town. The anniversary of the landing is regularly celebrated, and for the accommodation of the Pilgrim Society, a neat building has been erected. Considerable capital is employed in the cod and mackerel fisheries, and in trade with the West Indies and Europe. The *Old Colony Railroad* extends to this place.

SANDWICH, 60 miles southeast of Boston, by railroad, is situated on the shoulder of Cape Cod. In this town, which lies between Buzzard's Bay and Cape Cod Bay, affording good harbors, are several villages, at which are some ship-building, and a number of vessels owned and engaged in fishing and coasting. The forests in this vicinity afford an abundance of deer, and to the lovers of rural sports, Sandwich and the neighboring towns of Barnstable and Falmouth have justly become favorite resorts.

PROVINCETOWN, 110 miles east-southeast from Boston, by land, and 55 by water. The village stands on Cape Harbor, in Cape Cod Bay, on the margin of a beach of loose sand. The houses are mostly situated on a single street, about two miles in length, passing round near the water's edge. The harbor is completely land-locked and safe; it is of sufficient depth for ships of any size, and it will contain more than three thousand vessels at once, and is a place of great importance to navigation. There are more than one hundred vessels belonging to this place, employed in the whale, cod,

and mackerel fisheries, besides a large number engaged in the merchant service and coasting business.

TAUNTON, semi-capital of Bristol county, is situated on Taunton river, (which is navigable by small vessels,) 32 miles south from Boston, and 20 east by north from Providence, R. I. The village contains a court-house and jail, a town-house, a bank, and eight churches. This is a great manufacturing place; iron-works were established here as early as 1652, and among its manufactures, that of nails is particularly distinguished; there are also several extensive cotton manufactories. A branch railroad connects this place with Boston, and the *New Bedford and Taunton Railroad* extends to New Bedford, 20 miles south. It was first settled in 1637, and in 1840 its population was 7,645.

The City of NEW BEDFORD, 56 miles south of Boston, with which it is connected, *via* Taunton, by a continuous line of railroads, is a port of entry, and one of the two shire towns of Bristol county. It stands in N. lat. 41 deg. 38 min. and 7 sec., at the northwesterly angle of Buzzard's Bay, on the west side near the mouth of Acushnett river, which is spanned by a bridge 3,960 feet long, connecting it with Fair Haven. The ground rises rapidly from the water, and gives the upper quarter of the town, which is adorned with many costly dwellings, a commanding position. The harbor is spacious and secure, and the registered tonnage amounted, in 1840, to 89,089 tons, most of which is employed in the whale fishery, in which New Bedford ranks first in the United States, and in which many of its citizens have amassed great wealth. The capital employed chiefly in this fishery, is stated at rising four and a half millions. There are here 17 candle and oil factories, several lumber-yards, tanneries, and other manufactories, 4 banks, with a capital of \$1,300,000, 3 insurance companies, capital \$350,000, a savings bank, a court-house, 14 churches, 2 academies, and *various other useful institutions*. In 1840, population 12,087.

Including a few small places in the vicinity, whose ship-

ping is registered here, the number of whaling ships which belong to New Bedford is about 300—quite a respectable fleet, most certainly, and manned by about 9,000 seamen.

FAIRHAVEN is connected with New Bedford by a bridge across the Acushnet river, above the harbor, of three-quarters of a mile in length; also by a steam-ferry. The two towns are also connected in many of their commercial and social relations. The village, which is delightfully situated opposite New Bedford, contains a bank, an insurance office, 6 churches, and many handsome dwellings.

NANTUCKET, 120 miles south-southeast from Boston, is the capital of Nantucket county, which comprises the Island of Nantucket and a few islets lying near. It stands on the north side of the island, at the bottom of a bay, with a good harbor nearly land-locked by two projecting points of the coast, about three-fourths of a mile apart, on one of which, Brant Point, is a lighthouse. About 150 vessels, making a tonnage of about 32,000 tons, are owned here, navigated by about 2,000 men and boys, and mostly engaged in whaling. The capital invested in the fisheries, is stated at \$2,826,000, and in various manufactures, at about one and one-fifth of a million. The town embraces most of the population of the island, which in 1840 was stated at somewhat more than 9,000; and it contains 9 churches, 3 banks, 2 insurance companies, a museum, an athenæum, with a library of over 2,000 volumes; and the "Coffin School," founded in 1827, and endowed with an edifice and a fund of 2,500 pounds sterling, by Admiral Sir Isaac Coffin, a native of the place, but who had passed his life in the naval service of England. A steamboat runs daily to New Bedford, about 60 miles across Martha's Vineyard Sound and Buzzard's Bay.

Sciasconset, a desirable summer resort. "At the eastern extremity of the Island of Nantucket, there is one of the most remarkable watering-places in this country, and yet but few persons have heard even its name. Leaving New Bedford in the beautiful steamboat Massachusetts, you are ✓

carried some sixty miles, in a southeasterly direction, out into the Atlantic ocean, to the Island of Nantucket. Here you find a large and wealthy town, of from eight to ten thousand inhabitants, and a harbor full of shipping. The island is a large and treeless prairie, raised but a few feet above the level of the ocean, covered with grass, upon which thousands of sheep, and hundreds of cattle are continually grazing. This spacious plain of verdure is about eighteen miles in length, and from three to seven in breadth. In many places it is as level as a floor, and again it swells into gentle undulations like the rolling prairies. The ocean-breeze always sweeps this plain, making Nantucket, so far as climate is concerned, one of the most delightful summer retreats which can be imagined. Still, the inhabitants of Nantucket feel that in the heat of summer they must have their country, or rather their ocean retreat. The eastern extremity of the island terminates in a bluff, perhaps sixty feet in height. The top of the bluff is a smooth plain of the greenest verdure. Here about a hundred cottages of Lilliputian dimensions have been erected, most of them in the most frugal style imaginable, and are occupied by the more wealthy inhabitants of Nantucket, for six weeks or two months, in the middle of summer. A few of these cottages are costly and extremely beautiful. They would charm the eye with their tasteful appointments anywhere. Most of these houses seem to be laid directly upon the green grass, and cost from three to five hundred dollars. And this is the fashionable watering-place, the Saratoga of Nantucket. From this bluff you look down upon the far-extending beach, upon whose white sand the ocean rolls in tireless, and often in most majestic billows. And far as the eye can reach, extends the illimitable ocean. The surf breaking upon this beach, after an easterly storm, is often truly terrific."

RAILROAD ROUTE FROM BOSTON TO ALBANY, ETC.

THE *Boston and Worcester Railroad*, 44 miles long, with a double track all the way, is the first link, connecting with *Boston*, in one of the most important lines of railroad in the whole Union. In 1842, this west-going route was extended, by the *Western Railroad of Massachusetts*, 118 miles long, to the New York State Line, and from that point, by the *Albany and West Stockbridge Railroad*, 38 miles long, to the capital of the state of New York,—making the whole distance by railroad from Boston to Albany 200 miles.

The *Troy and Greenbush Railroad*, 6 miles in length, extends from the great terminus and depot on the east bank of the Hudson, opposite Albany, to Troy; so that communication is now open, by railroads, through Albany and Troy, between Boston and Buffalo, situated at the foot of Lake Erie; a total distance of 526 miles. This great route of trade and travel is probably destined to be extended, at no distant day, by other railroads stretching through the wide and fertile regions on both sides of Lake Erie, and to connect at various points with the canals and railroads of Pennsylvania, Ohio, Michigan, Indiana, and Illinois; and bring Boston, as well as the city of New York, into direct intercourse with the vast and enriching commerce of the great lake states, the Canadas, and the *far-west*.

Passenger cars leave Boston morning and evening, from Lincoln-street, corner of Beach, for Albany, &c., connecting with several branch railroads, and with the *Providence and Worcester Railroad*, the *Norwich and Worcester Railroad*, the *New Haven, Hartford, and Springfield Railroad*, and with the *Connecticut River Railroad*, the latter extending north from Springfield to Greenfield, Mass.

The Boston and Worcester Railroad passes through the towns of Brookline, Newton, Needham, Natick, Framingham, Hopkinton, Southboro', Westboro', Grafton, and Millbury to Worcester.

At NATICK, 17 miles from Boston, a branch railroad extends to Saxonville, a distance of 4 miles, passing over Cochituate Lake, or Long Pond, by means of a bridge. This is an interesting section of country, varied by hills and valleys, together with several beautiful sheets of water, well-stored with fish.

FRAMINGHAM, 21 miles from Boston, being about half way to Worcester, is a flourishing village, where the cars usually stop five minutes, giving passengers time to partake of refreshments. The *Milford Branch Railroad*, 12 miles in length, runs from Framingham in a southwest direction to Milford, passing through the towns of Sherburne and Hollister.

HOPEKINTON, 24 miles from Boston, is a flourishing place. In the southwest part of the town is a *Mineral Spring*, of growing celebrity. It is situated near Whitehall Pond, where is to be found good fishing, and a well-kept public house.

WORCESTER, 44 miles from Boston, is usually reached in two hours. Here commences the *Western Railroad* of Massachusetts, and other important lines of railroads.

For a description of Worcester, see page 22.

WEST BROOKFIELD, 25 miles from Worcester, is the next stopping-place for refreshments.

SPRINGFIELD, 54 miles west of Worcester, 98 miles from Boston, and 102 miles from Albany, is a delightful place of residence; it is situated on the east side of Connecticut river, where are two bridges, connecting with West Springfield on the opposite side of the stream. The beautiful valley of the Connecticut, is here seen, during the summer months, in all its loveliness.

For a further description of Springfield, see page 20.

On leaving Springfield for Albany, &c., the railroad track extends up the valley of Westfield river, passing through a rugged and romantic section of country.

WESTFIELD, 108 miles from Boston, by railroad route, is a *place of singular beauty*, situated on a river of the same

name. It lies in a valley or basin, of about 4 miles in breadth, surrounded by high hills on three sides. In addition to the *Western Railroad*, the *Hampshire and Hamden Canal* passes through this town, in its course from Northampton to New Haven. Population in 1840, 3,526.

RUSSELL, CHESTER, BECKET, and WASHINGTON, through which passes the railroad track, are all mountainous towns. At CHESTER FACTORY, 28 miles from Springfield, the cars stop for a few minutes. From this place westward, the scenery is of the most romantic character. Here the head branch of the Westfield river, a fine mountain-stream which joins the Connecticut opposite to Springfield, takes its rise in the midst of strikingly wild and varied scenery, made up of lofty and richly-wooded hills, dark glens, bold precipices, dashing torrents and cascades, deep-cut ravines, now spanned high up their sides by railroad bridges, and now filled to their required grade by huge embankments upheld by enormous walls of masonry, showing the power of science and art,—here used to overcome natural obstacles to human intercourse and social progress, which have heretofore been classed among the most formidable.

WASHINGTON, 138 miles west of Boston, is the most elevated township on the line of the Western Railroad, where the track attains its greatest elevation, being 1,430 feet above the waters of the Hudson river at Albany, which is reduced to about 900 feet at the New York State Line, 24 miles west of the summit. The east branch of the Housatonic, and the Westfield rivers, both take their rise in this town, flowing in opposite directions.

HINSDALE, 5 miles from Washington summit, and DALTON, 3 miles further, are passed in quick succession by the descending train of cars. The latter place is situated on the east branch of the Housatonic river, where are several paper-mills and other extensive manufactories. About 3 miles west of Dalton commences the *Pittsfield and North Adams Railroad*, running north a distance of 18 miles.

PITTSFIELD, 151 miles westerly from Boston, and 49 miles easterly from Albany, by railroad, is a thriving place; where centres the main business of this part of Berkshire county, which has long been held in esteem for its agricultural and manufacturing enterprise and advancement. The east and west branches of the Housatonic river here unite, affording an immense amount of hydraulic power, on which are situated several extensive woollen and cotton factories, and a manufactory of muskets, which supplies annually a large number, exclusively to the United States government. The village contains about 2,500 inhabitants, a town-hall, 5 churches of different denominations, and the Berkshire Medical Institution, besides several flourishing seminaries of learning for the respective sexes.

THE SHAKER VILLAGE, 3 miles southwest of Pittsfield, is situated a short distance north of the railroad. At the *New York State Line*, 11 miles from Pittsfield, the Western Railroad of Massachusetts terminates,—the line of travel westward being continued by the Albany and West Stockbridge Railroad.

LENOX, the capital of Berkshire county, is 7 miles south of Pittsfield, and 132 miles west of Boston, by stage route. The village is pleasantly situated on elevated ground, and is neatly built. It contains a court-house and jail, 3 churches, and a flourishing academy, founded in 1803.

WEST STOCKBRIDGE, situated in the extreme western part of Massachusetts, occupies a romantic valley, surrounded by a region of hills and mountains well-adapted to grazing, and abounding with limestone, known as the Stockbridge Marble, which is quarried in great quantities, and constitutes the principal export of the town. The village contains 2 churches, several stores and factories, and about 1,000 inhabitants. This is the terminus of the Hudson and Berkshire Railroad, which, 2 miles north, and 34 miles from Hudson, intersects the great railroad from Boston to Albany. The Berkshire railroad runs from this village 24 miles south, and unites

with the Housatonic Railroad at the boundary between Massachusetts and Connecticut, thus making a continuous line from Albany to Bridgeport on Long Island Sound.

NORTH ADAMS, 20 miles from Pittsfield, and 167 from Boston, by railroad route, is a large and thriving manufacturing village; it is situated on the Hoosick river, where is a fine water-power. It contains about 3,000 inhabitants, 4 churches, a bank, and numerous factories and mills.

WILLIAMSTOWN, 20 miles north of Pittsfield and 131 west of Boston, by stage route, is handsomely situated on uneven ground, the main street passing over several bridges. It is the seat of *Williams College*, which was founded in 1793, and has a president and 7 professors. The number of students is about 150, and its library contains 7,500 volumes. The commencement is on the third Wednesday in August.

BERKSHIRE.—The following glowing description of Berkshire County, is from the gifted pen of Miss C. M. Sedgwick, author of "Hope Leslie," &c., written in 1844, previous to the great Berkshire Jubilee :

"Some men are born to riches and some to honors, but among all the kind appointments of Providence one of the kindest is to have our destiny cast amidst beautiful scenery—to be born and bred where the loveliest forms of nature abound—to have the heart early linked to them; they remain through life a revelation of God's goodness and love, memorials of the absent and the dead, in all changes unchanged, and still eloquent when the voices of living friends have ceased forever.

"This is the blessed inheritance of the natives of Berkshire, the western county of Massachusetts, one of the most lovely regions of our immense country. Till recently it has, from its sequestered position, remained in obscurity. Its communication with its own capital, even, has been impeded by the high and rugged hills that enclose it. But now the hills are brought low, and the rough places are made smooth. Man has chained to his car a steed fleetier than the reindeer, and stronger than the elephant, and we glide through our mountain passes with a velocity more like the swiftness of lovers' thoughts than any material thing to which we can

liken it. 'I thank God that I have lived to the days of rail-roads!' said an old lady of eighty-nine, seated in her rocking-chair in a car, in which she was going, during the pleasant hours of the day, one hundred and fifty miles, to visit her grandchildren.

* * * * *

"Berkshire lies midway between the Connecticut and the Hudson. After leaving the wide meadows of the Connecticut basking in their rich inheritance of alluvial soil and unimpeded sunshine, you wind through the narrow valleys of the Westfield river, with masses of mountains before you, and woodland heights crowding in upon you, so that at every puff of the engine the passage visibly contracts. The Alpine character of the river strikes you. The huge stones in its wide channel, which have been torn up and rolled down by the sweeping torrents of spring and autumn, lie bared and whitening in the summer's sun. You cross and recross it, as in its deviations it leaves space on one side or the other for a practicable road.

"At 'Chester Factories' you begin your ascent of eighty feet in a mile, for thirteen miles! The stream between you and the precipitous hill-side, cramped into its rocky bed, is the Pontoosne, one of the tributaries of the Westfield river. Alas! for Mr. Dickens, who talks about the '*slimy* rivers of America.' Has he ever seen our sparkling mountain-brooks, (*rivers* we believe they call them in England,) so clear that, as we have heard an amateur trout-fisherman say, 'you may drink every drop of them?' Has he ever sailed up the Hudson, or seen the Connecticut, or any of our pure northern waters? Pure enough, one would think, to wash clear the misty eye of prejudice. As you continue your progress upward amidst the rocky hills, the traveller perceives a resemblance to the wild valley of Chamouni, and (bating the snow-covered Alps) the valley of the Pontoosne is a little less striking. As you trace this stream to its mountain-home, it dashes along beside you with the recklessness of childhood. It leaps down precipices, runs forth laughing in the dimpling sunshine, and then, shy as a mountain nymph, it dodges behind a knotty copse of evergreens. In approaching the 'summit level,' you traverse bridges built a hundred feet above other mountain streams, tearing along their deep-worn beds; and at the 'deep-cut,' your passage is hewn through solid rocks, whose mighty walls frown over you.

"Mountain scenery changes with every changing season—we might almost say with every change of atmosphere. In the spring, while the skirts of winter still hang over this high-cold region, and the trees seem afraid to put out their buds, the Pontoonne breaks forth from its icy bars, and leaps and rushes on as if with conscious joy for its recovered liberty. It is the first sound that breaks upon the wearisome lingering of winter, and its music strikes upon the ear like the sweetest of human sounds, the morning song of a child waking one from a dreary dream.

"In summer, as there is little on these savage hills of what is peculiar to summer, flowers and fruitfulness, it is a happy chance to make this pass when piles of clouds hide the hot sun, and the rain is pouring down in sheets, when every little dropping rill that has dried away in the summer's heat is suddenly swelled into a water-fall, and over the banks and down the cliffs they come pouring and leaping, reminding one of that wild fable of Germany, imagining Undine and all her clan of water-spirits doing their whimsical feats.

"In autumn the beeches and maples on the hill-sides are glowing with a metallic brightness, softened and set off most exquisitely by the evergreen of the towering pines, the massive cones of the Norway firs, and the graceful plummy hemlocks that intersperse them.

"In winter, the art that sends you swiftly and securely through these stern solitudes is most gratefully felt. The trees bend creaking before the howling blast, the snow is driving and drifting—here it is piled on either side in solid walls above your car, and there the hideous roots of the up-turned stumps are bare. Even the hardy mountain children have shrunk from the biting blast, and the whimpering dog has begged an inside berth. You see no little tow-head with its curious eyes peering at you through the icy window, you hear not even the salute of a bark. On you glide, by the aid of the most recent discoveries and ingenious contrivances of art, through a country whose face is still marked with the savage grandeur of its primeval condition. To give the transition to the smiling valleys below the full force of contrast, it should be made in summer. Then, you slide down amid green pastures, meadows, and orchards. You glance at Hinsdale and Dalton, and enter Pittsfield, famed for its lofty elm; the last veteran of the original forest, (now, alas! a dying veteran,) for its annual fairs, its thriving Medical In-

stitution, and for its rural wealth, possessing as it does within the limits of its township perhaps more cultivable land than any other equal district in Massachusetts.

"Pittsfield is the metropolitan village of Berkshire, and the whole county must yield to it in working-day prosperities. It has its depot, its rival hotels, boarding-schools, its bakery, fruit-shops, and groceries, and its compact rows of shops. It has, too, the distinctive charm of New England village scenery, its long streets, shaded as a bower, with detached houses surrounded with pleasure-grounds. In refinement and rural beauty, Pittsfield is inferior we think—perhaps it is a home prejudice—to some of our more secluded and unambitious villages. But each has its peculiar charm to its own denizens, and those who have had their birthplace in the rudest and roughest will say, as the woman said of her ill-favored child, 'she is not a beauty, but I love *that* look!'

"Of all the towns of Berkshire, Williamstown perhaps best deserves the traveller's notice—not for its scenery alone, though that is unsurpassed. It lies under the broad shadow of Saddle Mountain, and its wide, beautiful plain is completely encircled by mountains, from which one should see the mist roll away in the golden days of autumn. The ascent to 'Greylock' is made from Williamstown; the grand natural curiosity of 'The Hopper' is in a cleft of its mountains. The Hoosack winds among its hills, and the wild scenery of Adams and Cheshire is in its neighborhood. But these, as we have hinted, are not its only attractions. Its college has been instituted fifty years, and has educated more than a thousand young men, for the most part the sons of our farmers and mechanics, persons of means so limited that but for the moderate expenses of education here, they could have received none.

* * * * *

"We have entered Berkshire by a road far superior to the Appian Way. On every side are rich valleys and smiling hill-sides, and deep-set in their hollows, lovely lakes sparkle like gems. From one of these, a modest sheet of water in Lanesborough, flows out the Housatonic, the minister of God's bounty, bringing to the meadows along its course a yearly renewal of fertility, and the ever-changing, ever-present beauty that marks God's choicest works. It is the *most judicious* of rivers; like a discreet rural beauty, it bears *its burdens* and does its work out of sight; its water privileges

for mills, furnaces, and factories, are aside from the villages. When it comes near to them, as in Stockbridge, it lingers like a lover, turns and returns, and when fairly off flies past rolling-wheels and dinning factories, till, reaching the lovely meadows of Barrington, it again disports itself at leisure.

"The mere summer visitors to Berkshire know little of the various beauties of the Housatonic. To them it is a mere chance acquaintance, seen, perchance admired, and forgotten. But we who have lived in its companionship, feel that

'loveliest there the spring days come,
With blossoms and birds, and wild bees' hum,
The flowers of summer are fairest there,
And freshest the breath of the summer's air;
And sweetest the golden autumn day,
In silence sunshine glides away.'

* * * * *

"Saddle Mountain is ascertained, we believe, by recent measurement, to be the loftiest elevation in New England except the White Hills. Its form is indicated, but not well described by its name. The outline along the summit has the wavy form of the saddle, but there the resemblance ends. Its soft-swelling sides gently rounding out from the conical form, and its isolated position, give it a faint resemblance to Semma and Vesuvius. From its shape and position to the sun, its lights are most changing and various. Strange as it may seem in our northern clime, it has at times the amethyst hue of the islands in the Bay of Naples, and again a vesture of as soft and melting blue as Soractes in its magic atmosphere. There is nothing in the voluptuous coloring of the south more beautiful than the quick succession of brilliant, clear lights and deep shadows that play over Saddle Mountain; and when the leaden clouds gather in heavy masses over it, and wrap it in a mantle of dark blue shadow, deepening into blackness, it has the stern aspect that best characterizes the scenery of northern latitudes. Taghconick lies on our southern boundary. In this range of mountains, and just within our borders, is the fall of 'Bash-Bishe'; the 'Eagle's Nest,' on a pile of crags and precipices, hangs over it. Other like treasures may be hidden in the unexplored depths of Taghconick. The name, Bash-Bishe, is evidently a corruption of a very common Swiss name for a water-fall, and it was early given (as the name of Rhigi to a part of the mountain) by Swiss emigrants who settled in the neighbor-

hood. To them what a memorial must this wild beauty in its mountain fastness have been of their Stanbach, Giesbach, and Riechenbach !

“ ‘ Monument Mountain,’ standing ‘ like the fragment of some mighty wall,’ needs no note of ours. Our truest poet has multiplied its images, and dispersed them to the reading world.

“ Richmond Hill, our Richmond Hill, is yet unsung, but with its view of the whole range of the Kaatskill—of the Hudson, of lakes, valleys, villages, and hills, like the multitudinous waves of the sea, it is as superior in charms to the Richmond Hill near London, familiar to the readers of Thomson, as Diana and *all* her nymphs are to a sleeping beauty.

“ In our hill-country every township has some summit towering above its fellows, called ‘ Prospect Hill’ or ‘ Bald Head,’ and held by its visitors and lovers to be pre-eminent in beauty—but we have no space to note them, nor to describe our ice-glens and the magic effect of torchlight parties through them, nor the pic-nics on the woodland borders of our lakes, nor the merry chorus of young voices that we have heard chiming in with the mountain song of ‘ West Brook,’ and ‘ Roaring Brook.’ One word we must say of our names.

“ Nothing can be better than a descriptive name, be it ever so homely, known from time immemorial, and familiar to every man, woman, and child in the country. These are charmed words, ‘ open sesames,’ to the imagination, so that whenever they are spoken the place and its accompaniments rise to the mind’s eye. Such are ‘ Greylock,’ and ‘ Monument Mountain,’ and ‘ Taghconick.’ A recent surveyor of our county has proposed to change this name to *Mount Everett*, and has actually so written it down ! All honor be to the name of our accomplished minister, but it must not efface the name of Taghconick—that is consecrated by an elder baptism. We would gladly obliterate such accidental designations as ‘ Great Pond’ and ‘ Little Pond,’ and we regret that the settlers of Berkshire did not preserve the Indian names, signifying the upper and lower valleys of the Housatonic, instead of calling them Pittsfield and Stockbridge, the one illustrating the family name of a land-purchaser, and the other transmitted from the parent country. Fine names *our people* will not adopt any more than they will stick fine *feathers* in their felt hats, and they are right, for they have

no associations with them; but why should we not recur to the Indian names while they are to be got, and while the country is young enough to grow up with them? We have lately obtained a few of these names from some old Indian pilgrims from the west to this home of their childhood. The name of 'Great Barrington' was Ma-hai-we. Is not this euphonious sound better suited to one of the loveliest villages of Berkshire than its present name, half pretending and half insignificant? The 'Great Pond,' in Stockbridge, is to 'ears polite' the lake, but in this country of lakes this does not sufficiently designate it. It is sometimes called, by the christening of a little girl, 'The Mountain Mirror'—this is happily descriptive, but too fine—the 'Looking-Glass' would perhaps have taken better. Its Indian name is Qui-tchee-schook—this is too long for our busy times, but its English equivalent, 'the bowl,' is short and simple and perfectly descriptive. No bowl was ever more beautifully formed or set, or ever, even in old Homer's genial verse, sparkled more invitingly.

"The little lake on the southern verge of Lenox, black with the shadows of the surrounding uplands, was called Pahquinnipahquok, (dark water.) The circling meadow at the eastern entrance of Stockbridge, enclosed by the hills and looking as if a velvet carpet had been thrown over a lake, and that by some sudden charm had been transformed to solid ground, was called Pach-waang-choock. The long marsh that skirts Stockbridge on the north, wild as the witches' heath in Macbeth, was Pan-quæ-seek."

The following beautiful lines, descriptive of one of the sources of *human happiness*, is from the pen of N. P. Willis:

"'Tis to have

Attentive and believing faculties;
To go abroad rejoicing in the joy
Of beautiful and well-created things;
To love the voice of waters, and the sheen
Of silver fountains leaping to the sea;
To thrill with the rich melody of birds,
Living their life of music; to be glad
In the gay sunshine, reverent in the storm;
To see a beauty in the stirring leaf,
And find calm thoughts beneath the whispering tree;
To see, and hear, and breathe the evidence
Of God's deep wisdom in the natural world."

HOUSATONIC RIVER AND VALLEY.

THE sources of the Housatonic are in the towns of Lancaster and Windsor, Berkshire county, Mass. The two branches meet at Pittsfield, where the river forms ; it then passes south, in a circuitous course, through Berkshire county, and enters the state of Connecticut. After meandering through the county of Litchfield, in the latter state, it separates the counties of New Haven and Fairfield, and meets the tidewater at Derby, 14 miles above its entrance into Long Island Sound. The source of this mountain-stream is more than one thousand feet above the ocean ; and in its course of nearly 150 miles, it affords numerous mill-sites. The valley presents many pleasant villages and well-cultivated farms, the hill-sides being well adapted for grazing. The scenery on the Housatonic is exceedingly beautiful ; in some places it is almost enchanting. The romantic cataract at Canaan, Conn., of 60 feet perpendicular, is well worthy the notice of travellers. The Indian name of this river signifies "over the mountains."

The *Housatonic Railroad*, 74 miles in length, runs in a northerly direction from Bridgeport, Conn., to the Massachusetts State Line,—passing through a somewhat broken and picturesque section of country. About 20 miles from Bridgeport is a tunnel, cut through solid rock for about 250 feet. A few miles further north the railroad track crosses the Housatonic river, thence running parallel with the stream through Litchfield county, Conn.

The *Berkshire* and *West Stockbridge Railroads* extend through Massachusetts to the New York State Line, a further distance of 24 miles, uniting at the latter point with the *Western Railroad* of Massachusetts, and with the *Albany* and *West Stockbridge*, and the *Hudson* and *Berkshire Railroads* of New York.

During the close of navigation, the Housatonic route af-

fords the most speedy communication between the cities of New York and Albany; the total distance by this route is 196 miles, which is usually run in 11 hours.

The *Pittsfield and North Adams Railroad*, 18 miles in length, diverges from the Western Railroad about 2 miles east of Pittsfield, connecting the valley of the Housatonic with the valley of Hoosick river, which latter stream empties into the Hudson river, a few miles above the city of Troy. This line of railroad-travel will no doubt soon be extended to Bennington, Vt., and thence north to Rutland, uniting with the *Rutland and Burlington Railroad*.

STEAMBOAT AND RAILROAD ROUTE

BETWEEN NEW YORK AND ALBANY VIA HOUSATONIC RAILROAD.

Steamboat Route, to Bridgeport, Conn., ...	60 miles.
Housatonic Railroad, to Massachusetts State Line, ...	74 "
Berkshire and West Stockbridge Railroads, ...	24 "
Albany and West Stockbridge Railroad, ...	38 "

Passengers leave New York from the foot of Market-street, East river, every morning, daily, except Sundays.

Returning,—cars leave Albany every morning as above; usual time through, 11 hours.

STOPPING PLACES, &c.	REMARKS.	Mi.	From N. York.	From Albany.
NEW YORK, ...		0	0	196
Bridgeport, ...	City and port of entry, ...	60	60	136
Stepney, ...	Depot, ...	10	70	126
Bottsford, ...	Depot, ...	5	75	121
Newtown, ...	Small village, ...	4	79	117
Tunnel, ...	Two hundred feet, ...	3	82	114
Hawleysville, ...	Depot, ...	1	83	113
Brookfield, ...	Small village, ...	6	89	107
New Milford, ...	Village, ...	6	95	101
Gaylord's Bridge, ...	Stop to dine, ...	7	102	94
Kent, ...	Small village, ...	6	108	88
Cornwall Bridge, ...	Depot, ...	8	116	80
Cornwall, ...	Small village, ...	4	120	76
Falls Village, ...	Small village, ...	7	127	69
North Canaan, ...	Small village, ...	6	133	63
Sheffield, Mass., ...	Village, ...	6	139	57
Great Barrington, ..	Thriving village, ...	6	145	51
Van Deusenville, ...	Small village, ...	2	147	49
West Stockbridge, ..	Thriving village, ...	8	155	41
New York State Line, ..	Depot, ...	3	158	38
Tunnel, ...	Six hundred feet, ...	2	160	36
Canaan, ...	Depot, ...	3	163	33
East Chatham, ...	Depot, ...	5	168	28
Chatham 4 Corners, ...	Small village, ...	5	173	23
Chatham Centre, ...	Depot, ...	3	176	20
Kinderhook, ...	Depot, ...	4	180	16
Schodock, ...	Depot, ...	8	188	8
Greenbush, ...	Village, ...	7	195	1
ALBANY, ...		1	196	0

The Troy and Greenbush Railroad connects with this line of travel opposite Albany, conveying passengers to the city of Troy, a further distance of 6 miles.

Usual fare from New York to Bridgeport, Conn., ...	\$1 00
" " " Bridgeport to New York State Line, ...	3 00
" " " State Line to Albany, ...	1 15

CONNECTICUT RIVER AND VALLEY.

THIS beautiful river, the *Quonehtacut* of the Indians, and the pride of the Yankees, has its source in New Hampshire and the mountainous tracts of Lower Canada. Its general course is north and south. After forming the boundary line between New Hampshire and Vermont, it crosses the western part of Massachusetts, passes through the state of Connecticut, nearly in its centre ; and, after a succession of falls of one thousand six hundred feet, from its head, north of latitude 45 deg., it falls into Long Island Sound, in latitude 40 deg. 16 min. It is navigable to Hartford, 45 miles, for vessels of considerable burden, and to Middletown, 30 miles from the Sound, for vessels drawing 12 feet of water. By means of canals and other improvements, it has been made navigable for boats to Fifteen Mile Falls, nearly 250 miles above Hartford. The most considerable rapids in this river, are—Bellows' Falls ; the falls of Queechy ; the White River Falls, below Hanover, and the Fifteen Mile Falls on its upper waters ; the falls at Montague and South Hadley, in Massachusetts, and the falls at Enfield, in Connecticut, where it meets the tide-water. In its course it receives several important tributary streams,—affording, altogether, an immense amount of hydraulic power, and on which are situated numerous thriving manufacturing settlements.

The intervalles are generally spread upon one or both sides of the river, nearly on a level with its banks, and extending from half a mile to five miles in breadth ; but its banks are in some places high, rocky, and precipitous. In the spring, it overflows its banks, fertilizing a vast tract of rich meadow. In point of length, utility, and beauty, this river forms a distinguished feature of New England.

The *Connecticut River Railroad*, 36 miles in length, extends from Springfield to Greenfield, Mass., passing through Northampton. This road was finished in 1846, and is no doubt destined to form a link in a line of railroad that will soon be built, extending north to the Canada Line.

CABOTVILLE, 3 miles north from the railroad depot at Springfield, is a large manufacturing village, situated on the Chicopee river, where is afforded excellent water-power. Here are located three extensive cotton manufacturing companies; the Cabot, Perkins, and Dwight, with a total capital of one million seven hundred thousand dollars, and seven mills, running fifty-three thousand spindles, giving employment to 1,500 operatives. The Ames Company are also largely engaged in the manufacture of swords, brass cannon, bells, machinery, and cutlery.

CHICOPEE FALLS, a mile and a half further up the Chicopee, is another manufacturing village. The Chicopee Company, with a capital of seven hundred thousand dollars, runs four cotton mills, having twenty-two thousand and forty-four spindles, giving employment to about 800 operatives. There are also in the place extensive manufactories of paper, iron-castings, guns, pistols, &c.

The *Chicopee Branch Railroad*, $2\frac{1}{2}$ miles in length, runs from Chicopee Falls, through Cabotville, to the Connecticut River Railroad. Cars leave Springfield several times daily, for Cabotville and Chicopee Falls.

AMHERST, 82 miles west of Boston, and 7 northeast of Northampton, is the seat of *Amherst College*, a flourishing institution, founded in 1821, and incorporated in 1825. It is governed by a president and 10 professors or instructors. It usually numbers about 150 students, and has a library of 15,000 volumes. The buildings are convenient and commanding, being surrounded by an interesting and beautiful section of country. The annual commencement is on the fourth Wednesday of August.

NORTHAMPTON, on the west bank of the Connecticut, 17 miles north of Springfield, by railroad: this is one of the oldest and most beautiful towns in Massachusetts. It was incorporated in 1654, and in 1840, contained 3,750 inhabitants. The village is handsomely built, containing many elegant houses, a court-house and jail, 5 churches, a bank, and

an insurance company, 30 stores, and several public houses. This place is on the old stage road between Albany and Boston. Here commences the *Farmington Canal*, which extends to New Haven, on Long Island Sound, a distance of 87 miles; on the banks of which are about being built a railroad for the most of the distance.

MOUNT TOM, in the town of Northampton, and MOUNT HOLYOKE, on the opposite side of the river, are lofty summits, often visited by tourists for their commanding prospects. The latter is elevated 1,070 feet above the level of the river, affording an extensive prospect of the beautiful valley of the Connecticut and a wide range of country, amply compensating the labor and difficulty of the ascent. Two buildings have been erected on its summit for the purpose of accommodating visitors with refreshments.

HADLEY, 2 miles east of Northampton, and on the opposite side of the river, is also an ancient settlement. It was the head-quarters of the army employed for the defence of this section of country, in the old Indian war in 1675-6, with the great Sachem, Philip.

GREENFIELD, 36 miles north of Springfield, by railroad, is handsomely situated on Green river, a tributary of the Connecticut, and is the capital of Franklin county, Mass. This village contains many handsome dwellings, the county buildings, 4 churches, a bank, a female seminary, and several manufacturing establishments. The *Connecticut River Railroad* terminates at this place, but it is contemplated to construct a branch railroad to unite with the *Vermont and Massachusetts Railroad*, terminating at Brattleborough, Vt., thus affording a speedy communication with Boston and the upper valley of the Connecticut river, through to Canada.

The distance from Greenfield to Brattleboro', Vt., is 21 miles; Bellows' Falls, 45; Windsor, 70; Lebanon, N. H., 90; Haverhill, 125; Lancaster, 175; and to the Canada Line, about 225 miles.

RAILROAD ROUTE FROM BOSTON TO BURLINGTON, VT., VIA FITCHBURG, BRATTLEBORO, BELLOW'S FALLS, AND RUTLAND.

THE *Fitchburg Railroad*, 50 miles in length, is the first link in this line of travel towards Lake Champlain. At Fitchburg commences the *Vermont and Massachusetts Railroad*, extending in a circuitous direction, westward to Brattleboro', Vt. From Brattleboro' it is proposed to construct a railroad on the west side of Connecticut river to Bellows' Falls; there uniting with the *Cheshire Railroad*, extending southeast through Keene, N. H., to the Vermont and Massachusetts Railroad at Ashburnham, Mass.,—thus forming two lines of railroads from the latter place to the Connecticut river.

The *Rutland and Burlington Railroad*, 117 miles in length, when finished, will complete the line of railroads, by this route, from Boston to Burlington; a total distance of 221 miles.

Passenger cars leave Boston several times daily, Sundays excepted, from the depot near the Warren Bridge, passing through Charlestown and West Cambridge. At the latter place, the *Lexington and West Cambridge Railroad*, 7 miles in length, commences and runs to LEXINGTON, a distance of 11 miles from Boston. This place will long be remembered as being the spot where the first battle was fought, and successful resistance was made to British oppression, at the commencement of the war of the revolution. In the year 1799, a monument was erected on the village green, near the church, and on the site of the battle-ground, commemorating the event, which took place April 19th, 1775.

After passing through Cambridge, the Fitchburg Railroad runs in a northwest direction, through Watertown, (where is a branch railroad, 4 miles long,) Waltham, Weston, Lincoln, Concord, Acton, Roxboro', Littleton, Groton, Shirley, and Leominster to Fitchburg.

CONCORD, Mass., 20 miles from Boston, is situated on a river of the same name. This is an ancient place, being the first inland settlement in the colony of Massachusetts Bay. The early settlers took an active part in the prosecution of the war against King Philip, in 1675-6, and on the 19th of April, 1775, one century afterwards, their descendants faced and repulsed King George's troops, who had been sent out from Boston by General Gage, for the purpose of seizing a quantity of military stores which were deposited here by the province; they were met at the North bridge, at which spot the first regular and effectual resistance was made to the British troops. The enemy retreated to Lexington, pursued by the Americans. This affair resulted in the British having 65 killed and 180 wounded, while the Americans lost 50 killed and 34 wounded.

GROTON, 35 miles from Boston, by railroad, is a beautiful and flourishing town. The village of Groton, $3\frac{1}{2}$ miles north of the railroad depot, is handsomely situated on an extensive and regular swell of land, commanding a delightful panoramic view of the surrounding country. Through this town will pass the *Worcester and Nashua Railroad*, 46 miles in length. There is also finished and in operation the *Stony Brook Railroad*, extending from the Fitchburg Railroad to North Chelmsford, on the Merrimack river, and the *Peterboro' and Shirley Railroad*, finished from Groton to Townsend, 13 miles.

FITCHBURG, 50 miles from Boston, 68 from Brattleboro', and 64 from Bellows' Falls, by railroad routes, is pleasantly situated on the west branch of Nashua river, here affording an extensive and constant water-power. In the immediate vicinity of the village is an immense quarry of excellent granite. This is a very flourishing place, and exhibits in a striking manner, the effect of railroads and water-power on the increase, wealth, and respectability of many of the inland towns of New England.

The Vermont and Massachusetts Railroad, and the

Cheshire Railroad, uniting with the latter at ASHBURNHAM, 10 miles from Fitchburg, form two lines of railroad-travel to the valley of the Connecticut river,—there intersecting with other lines of railroads running north and west to Lake Champlain and Canada.

BRATTLEBORO', Vt., is situated on the west side of Connecticut river, 105 miles west from Boston, by railroad route, and 76 miles east of Albany. This is a beautiful and flourishing place, and for business and wealth, is surpassed by few villages in the state. Several railroads, now in the course of construction, will soon unite Brattleboro' with the upper and lower section of Connecticut valley, as well as Boston and Burlington, Vt.

BELLOWS' FALLS, Vt., 114 miles northwest of Boston, by railroad route, is delightfully situated on the west bank of the Connecticut river, where are rapids and falls of great interest; the river above, which is about 350 feet wide, is here compressed into a channel of 16 feet, and descends by successive pitches, 44 feet, in the course of half a mile. A canal has been cut in the rock on the west side, around these falls, three-quarters of a mile long, with 9 locks, through which boats pass. A bridge passes over the Connecticut here, supported in the middle by a huge rock; it was built in 1785, is 365 feet long, and affords a view of the river which is wildly picturesque.

RAILROAD ROUTE

FROM BOSTON TO BELLOWS' FALLS, VT., VIA FITCHBURG, MASS.

STOPPING PLACES.	Mls.	From Boston.	From Bel- lows' Falls.
BOSTON, ...	0	0	114
Fitchburg Railroad, ...	50	50	64
S. Ashburnham, Vt. and Mass. R.R., ...	10	60	54
Winchendon, <i>Cheshire R.R.</i> , ...	8	68	46
Fitz William, N. H., "	9	77	37
Troy, " "	5	82	32
Keene, " "	10	92	22
Westmoreland, " "	10	102	12
Walpole, " "	7	109	5
Bel lows' Falls, Vt., "	5	114	0

The village of KEENE, halfshire of Cheshire county, N. H., is pleasantly situated on a plain, a little back from the east bank of the Ashuelot river; it is 92 miles northwest from Boston by railroad route, and 48 west-southwest from Concord, the capital of the state. It contains a court-house and jail, a bank, two or three churches, and several mills and manufactories.

WINDSOR, Vt., is delightfully situated on the west side of the Connecticut river, 26 miles above Bellows' Falls. The village contains 3 churches, a court-house, a seminary for young gentlemen and ladies, a bank, a state prison, 10 or 15 stores, and several public houses. Many of the private houses are elegant, surrounded by beautiful trees and shrubbery. Here commences the *Vermont Central Railroad*, extending to Burlington, through Montpelier, a distance of 115 miles.

Ascutney Mountain, in the southwest part of the town of Windsor, is well worthy the attention of those who take delight in the rich and diversified prospects afforded from mountain summits. It is elevated 3,320 feet above tide-water, and 3,116 above Connecticut river, at Windsor bridge. The Indian name of this eminence is said to be *Cas-cad-nac*, meaning a peaked mountain with steep sides.

RUTLAND, Vt., 166 miles northwest of Boston, by railroad route, and 60 miles south of Burlington, is pleasantly situated on elevated ground. The village, the capital of Rutland county, contains a court-house and jail, a bank, 3 churches, 15 stores, and about 150 dwelling-houses, and is a place of considerable trade, being surrounded by a rich section of country.

BENNINGTON, Vt., is handsomely situated in the south part of the state, surrounded by a fertile soil. It contains a court-house, being a halfshire of Bennington county, a church, an academy, and many neat dwellings. In August, 1777, General Stark, with 800 *Green Mountain boys*, defeated a superior force of the British under Colonel Baum, on the west border of this town. It was chartered in 1749, by Ben-

ning Wentworth, then governor of New Hampshire, after whom it was named, and was settled in 1761. Iron ore, yellow ochre, and marble are found here, and large quantities of iron have been made. Population in 1840, 3,429.

MIDDLEBURY, chartered in 1761, the capital of Addison county, stands on Otter Creek, the falls of which afford extensive water-power. The village contains a court-house and jail, 5 churches, a bank, and several extensive manufacturing establishments. Here is a marble quarry, which affords some of the finest statuary marble, and is extensively wrought for various purposes. It is the seat of *Middlebury College*, which was founded in 1800, and has a president and 7 professors. The commencement is on the third Wednesday in August. There are two college edifices—one of them of stone, 106 feet long, 40 feet wide, and 4 stories high, containing 48 rooms for students. Population in 1840, 3,162.

VERGENNES, Vt., the only city in the state, lies at the head of navigation, on Otter Creek, 7 miles from its entrance into Lake Champlain. Vessels of 300 tons may come to its wharf, and M'Donough's fleet, by which the victory off Cumberland Head was gained, September 11th, 1814, was fitted out here. *Fort Cassin*, at the mouth of the creek, defends the entrance. It was attacked during the late war, by the British, in the hope of destroying the vessels then lying in the harbor. The city was incorporated in 1788, and now contains three churches, a bank, several manufactories, and many neat dwellings. Population in 1840, 1,017. The Otter Creek at this place, descends to the lake level by a fall of 37 feet, furnishing a great amount of water-power, on which are extensive iron works, the ore for which is obtained at Monkton, not far distant, and in the neighborhood of which is also an extensive deposit of porcelain clay.

BURLINGTON, 82 miles from Whitehall, and 75 miles from *St. John's*, Canada, by steamboat route, is delightfully situated on Burlington Bay, on the east shore of Lake Champlain,

and is the most important place in the state. It possesses a convenient and safe harbor for steamboats and lake craft. The United States government have here erected a break-water, which protects the shipping from westerly winds, and is a great addition to the security of the harbor. In 1840, it contained a population of 4,721 inhabitants; the University of Vermont, founded in 1791, occupying four spacious edifices, and having a medical school attached to it; the Episcopal Institute, a court-house and jail, 7 churches of different denominations, an academy, and 2 female seminaries, 3 banking-houses, several well-kept hotels, and a number of stores of different kinds, besides several factories and mills, and almost every kind of mechanic establishments. About 1½ miles distant, on the falls of the Onion river, is a thriving manufacturing place, called Winooski, where are located several large factories and mills.

Burlington is no doubt destined rapidly to increase in wealth and population, from the fact of here centering several important lines of railroad travel, extending from Boston by two routes, through Montpelier, and through Rutland. It is intended to extend this railroad communication across Lake Champlain, running north to St. John's, Can., and west to Ogdensburgh, N. Y.,—thus connecting Burlington and Boston with the St. Lawrence river, and the great lakes of North America.

Its advantages are now great, and its situation most beautiful, overlooking the lake, with its bays, islands, and adjacent scenery—the passing steamboats and other vessels—and possesses a beauty of location probably unsurpassed by any other place in the Union. In trade and commerce it is closely allied with the interests of the state of New York. Steamboats stop here daily, on their route from Whitehall to St. John's, Can.; a steamboat also plies from this place to Port Kent, on the opposite side of the lake, a distance of 10 miles, and thence to Plattsburgh, 25 miles.

The principal Hotels in Burlington are—the American Hotel, the Exchange Hotel, and the Pearl-Street House.

Travellers wishing to visit *Mansfield Mountain*, 20 miles northeast of Burlington, or the *Camel's Hump*, in the town of Huntington, about the same distance in a southeast direction, can easily obtain conveyances to either of the above romantic resorts. From the summits of both are obtained beautiful and sublime views of the surrounding country and Lake Champlain ; said to fully equal the prospect from the White Mountains of New Hampshire. The Stage road and Railroad route, between Burlington and Montpelier, runs near the base of the latter mountain.

MONTPELIER, 40 miles east of Burlington, is handsomely situated on a plain of moderate extent, at the junction of the north and south branches of Wincooski, or Onion river, and is surrounded by elevated hills, some of which rise abruptly from the plain. The road over the Green Mountains, which passes through this place, encounters no high hills, and thus renders Montpelier a great thoroughfare. This village being the capital of Vermont, contains the State-House, which is an elegant granite building ; a court-house and jail ; 4 churches ; 22 stores, and several well-kept public houses. The population is about 2,000.

The villages of Vermont, are for the most part delightfully situated, the whole state being celebrated for its salubrity, and for the industry and thrift of its people.

THE GREEN MOUNTAINS.

"HAIL, land of Green Mountains ! whose valleys and streams
Are as fair as the muse ever pictured in dreams ;
Where the stranger oft sighs with emotion sincere,—
Ah, would that my own native home had been here !
Hail, land of the lovely, the equal, the brave,
Never trod by the foe, never tilled by the slave ;
Where the lore of the world to the hamlet is brought,
And speech is as free as the pinions of thought."

* * * * *

RAILROAD ROUTE

FROM ALBANY TO WHITEHALL, VIA SARATOGA SPRINGS.

STOPPING PLACES.	Mb.	From Albany.	From Sar. Sp.	From Whitehall.
ALBANY, ...	0	0	38	78
Troy, ...	6	6	32	72
Waterford, ...	4	10	28	68
Borough, ...	8	18	20	60
Ballston Spa, ...	13	31	7	47
SARATOGA SPRINGS, ...	7	38	0	40
Gansevoort, ...	10	48	10	30
Fort Edward, ...	7	55	17	23
Dunham's Basin, ...	3	58	20	20
Fort Ann, ...	9	67	29	11
WHITEHALL, ...	11	78	40	0

STEAMBOAT AND RAILROAD ROUTE,

FROM WHITEHALL TO MONTRÉAL, VIA BURLINGTON.

STOPPING PLACES.	Mb.	From Whitehall.	From Burlington.	From Montreal.
WHITEHALL, ...	0	0	81	180
Benson, Vt., ...	13	13	68	167
Orwell, ...	7	20	61	160
Tinconderoga, N. Y., ...	4	24	57	156
Shoreham, Vt., ...	2	26	55	154
Bridport, "	9	35	46	145
Chimney Point, do., ...	6	41	40	139
Port Henry, N. Y., ...	2	43	38	137
Westport, "	10	53	28	127
Fort Cassin, Vt., ...	7	60	21	120
Essex, N. Y., ...	7	67	14	113
BURLINGTON, Vt., ...	14	81	0	99
Port Kent, N. Y., ...	10	91	10	89
Plattsburgh, "	15	106	25	74
Chazy, "	16	122	41	58
Rouse's Point, do., ...	9	131	50	49
Isle aux Noix, Can., ...	12	143	62	37
St. John's, "	13	156	75	24
La Prairie, Railroad, ...	15	171	90	9
Montreal, Steamboat, ...	9	180	99	0

From MONTREAL to QUEBEC, Steamboat route..... 180 miles.

STAGE ROUTES.

STAGE ROUTE

FROM BURLINGTON, VT., TO PORTLAND, ME., VIA WHITE MOUNTAINS.

STOPPING PLACES.	Miles.	From Burlington.	From White Mts.	From Portland.
BURLINGTON, Vt., ...	0	0	117	200
Williston, "	8	8	109	192
Richmond, "	5	13	104	187
Bolton, "	8	21	96	179
Waterbury, "	7	28	89	172
Middlesex, "	6	34	83	166
MONTPELIER, "	6	40	77	160
Plainfield, "	9	49	68	151
Marshfield, "	6	55	62	145
Cabot, "	5	60	57	140
Danville, "	10	70	47	130
St. Johnsbury, "	7	77	40	123
Waterford, "	12	89	28	111
Littleton, N. H., ...	6	95	22	105
Bethlehem, "	5	100	17	100
Fabyan's Mt. Washington House	13	113	4	87
Crawford's Notch House, ...	4	117	0	83
Wiley House, ...	2	119	2	81
Mount Crawford House, ...	6	125	8	75
North Conway, N. H., ...	18	143	26	57
Fryeburg, Me., ...	9	152	35	48
Brownfield, "	8	160	43	40
Hiram, "	6	166	49	34
Baldwin, "	9	175	58	25
Standish, "	8	183	66	17
Gorham, "	7	190	73	10
Sacarappa, "	4	194	77	6
PORTLAND, "	6	200	83	0

N. B. Usual time from Burlington to Portland, 2½ days.

STAGE ROUTE

FROM MONTPELIER TO DERBY.

STOPPING PLACES.	Miles.	From Montpelier.	From Derby.
MONTPELIER, ...	0	0	58
Caleis, ...	10	10	48
Woodbury, ...	6	16	42
La Moilleville, ...	6	22	36
Hardwick, ...	5	27	31
Glover, ...	12	39	19
Barton, ...	3	42	16
Brownington, ...	7	49	9
DERBY, (Canada Line,)	0	58	0

RAILROAD ROUTE FROM BOSTON TO BURLINGTON, VT., VIA CONCORD, N. H.

THIS railroad line of travel, running in a northwest direction through Massachusetts and New Hampshire, is destined soon to form one of the great lines of travel to extend through Vermont to Burlington, Ogdensburgh, N. Y., and Montreal, Canada. Already is one branch of this extended line finished to the Connecticut river, by means of the *Northern Railroad*, running from Concord to West Lebanon, and the *Boston, Concord, and Montreal Railroad* is fast extending their rails towards the Canada line in a more northerly course.

Passengers journeying over this route, leave Boston from the depot in Lowell-street, passing over the *Boston and Lowell Railroad*, 26 miles in length. Usual time, 1 hour. The stopping-places on the route are—*East Cambridge*, 1 mile; *Medford*, 5 miles; *South Woburn*, 7½ miles; *Woburn*, 10 miles; *Wilmington*, 15 miles; *Billerica* and *Tewkesbury*, 19 miles; *Lowell*, 26 miles.

From South Woburn, a branch railroad extends 2 miles to *Woburn Centre*, and at Wilmington, there is a branch railroad uniting with the *Boston and Maine Railroad*,—thus forming a direct line of travel from the latter depot to Portland, Me.

The *Boston and Lowell Railroad* is one of the best constructed in the country—being finished with a double track, on which are laid 56 lb. T rails, throughout its whole length, and the cars run regularly up on one track, and down on the other.

The City of **LOWELL**, 26 miles northwest from Boston, stands on the south side of the Merrimack river, below Pawtucket falls, and the junction of Concord river. This place dates its origin only 25 years back, and yet in wealth and numbers, it already ranks as the second city in Massachu-

setts. It is a remarkable place, and well deserves the name of the "Manchester of America."

The water-power at Lowell is very extensive and easily available. It is furnished by a canal 60 feet wide, 8 feet deep, and a mile and a half in length, commencing at the head of Pawtucket falls, which have a descent of about 30 feet. By locks at its outlet, it forms a boatable passage around the falls in the Merrimac. From the main canal, the water is carried by lateral canals to the mills and manufactories, where it is used, and is then discharged into the river below.

Many cities and villages, in different parts of the Union, have, in a few years, by the aid of water-power, capital, enterprise, and skill, sprung up from nothing, and grown with a vigor and rapidity that is truly surprising; but Lowell it is believed outstrips them all. In 1821, it was a rugged, barren spot, inhabited by only a few families. In 1828, it was incorporated as a town, and in 1836, it obtained the charter of a city. The population in 1830, was 6,474; in 1840, 20,796; showing an increase in ten years, of 14,322. The present population of Lowell, (1847,) is 30,000. Valuation of Real Estate, \$9,406,104; valuation of Personal Estate, \$5,223,686; total valuation, \$14,629,790.

The statistics of Lowell in 1847, furnish facts that may be of interest:

"There are now in this flourishing New England city, twelve manufacturing corporations, having an aggregate capital stock of \$12,110,000, and employing 12,630 hands, whose weekly wages, clear of board, amount to \$36,446. There are two institutions for savings—the Lowell and the City—where their operatives deposited during the year ending April 30, 1847, \$836,305; three Banks, having an aggregate capital of \$900,000; and a Mutual Insurance Company, which has been highly successful in its operations. *The persons employed in the several manufacturing establishments have access to a library of 7,000 volumes, belong-*

ing to the city. A hospital has also been established for the sick and disabled. The various factories produce weekly an aggregate of 1,920,900 yards of cotton and 27,831 of woollen fabrics, in which 683,000 pounds of the raw material are consumed." Besides these, there are in Lowell extensive Powder Mills, a Flannel Mill, Blanket Mill, Batting Mill, Foundry, Paper Mill, Bleaching, Cord and Whip Factory, Planing Machine, Reed Machine, Grist and Saw Mills, employing a capital of \$500,000 and 500 workmen.

Besides its manufacturing establishments, Lowell possesses some fine public buildings. Mechanics' Hall, a costly brick edifice, was erected by the Mechanics' Association, an incorporated institution, owning a handsome library and a fine mineralogical cabinet, which, together with a reading-room, is always open to the public. There are also other institutions, and a great number of schools; 15 or 20 churches, many of them handsome edifices; several well-kept hotels, and about 200 stores of different kinds.

The Indian name of this place was *Wamsit*, the seat of a tribe of *praying* Indians, at the breaking out of Philip's war, in 1765. Its present name was given in honor of Francis C. Lowell, of Boston, distinguished for successful efforts to introduce the cotton manufacture into the United States.

The principal Hotels in Lowell are—the American House, City Hotel, Merrimac House, and Washington House.

NASHUA, N. H., 15 miles north of Lowell, is situated on the west side of Merrimac river, immediately north of the mouth of Nashua river. This place contains 8 churches, several public houses, 40 or 50 stores, and many elegant dwellings. Here terminates the *Nashua and Lowell Railroad*, and commences the *Concord Railroad*.

The City of MANCHESTER, 57 miles north from Boston, and 17 south of Concord, is a large and thriving manufacturing place, situated on the east side of the Merrimac river. It received its charter in 1846, and now contains about 15,000 inhabitants. The river here affords immense water-

power, and different kinds of manufacturing is extensively carried on, giving employment to several thousand operatives.

CONCORD, distant 74 miles from Boston, by railroad, lies on the west side of the Merrimac river, where are three bridges. This is the capital of the state of New Hampshire, and a place of considerable importance. The village contains about 8,000 inhabitants; a state-house of hewn granite; a state asylum for the Insane; a state prison 70 by 36 feet, a solid structure also of granite; a court-house; 10 churches, 10 hotels and taverns, and about 40 stores. The falls in the Merrimac, and the locks at this place, create a vast water-power, which is extensively used for manufacturing purposes. By means of artificial navigation for boats, effected by dams, locks, and canals above Lowell, the Middlesex Canal below, and the Concord Railroad, a speedy communication is formed with Boston, where the extensive trade of this section of country centres.

The principal Hotels in Concord are—the American Hotel, Eagle Coffee House, and Phoenix Hotel.

RAILROAD ROUTE FROM CONCORD TO BURLINGTON, VT.

THE *Northern Railroad*, of New Hampshire, extending from the capital of the state to West Lebanon, on the Connecticut river, is 69 miles in length. It was finished in November, 1847, at a cost of about \$2,000,000.

The following remarks, by the Hon. Daniel Webster, delivered on the opening of this railroad, are given as an illustration of the importance of this great work, in connection with other railroads now in progress of construction.

“This Northern Railroad was destined to be connected with two other roads of vast importance, each having Montreal for its end. The one would traverse Vermont, passing

Montpelier, and proceeding along the valley of the Winocski to Lake Champlain, while the other would extend itself up the valley of the Passumpsic. Each, for the present, has its terminus at Montreal. So that the traveller from the Atlantic coast, arriving at Lebanon, might have a choice to make between the routes.

"Burlington and Montreal had been spoken of as the termini of the Northern Railroad. But in point of fact, this was a mere link, a part of a line of land navigation, by steam, from Boston to Ogdensburgh, and thence, by land and water, to the great west."

This road passes through a very interesting section of country, and is no doubt destined to be a favorite line of travel with the tourist, seeking health and pleasure. The summit cut in Orange is a work of great interest and labor. This cut is through solid granite for the distance of a quarter of a mile, and in some places thirty feet deep. The extreme summit is about seven hundred feet above the level at Concord, and five hundred above that at Lebanon.

ROUTE FROM CONCORD TO MONTREAL, VIA BOSTON, CONCORD, AND MONTREAL RAILROAD.

THIS is another great line of travel, extending from Concord, N. H., across the Merrimac river, at the upper part of the village, near what is called the Federal Bridge, thence up the valley of the river on the high table-lands, through Canterbury and Northfield, to Sanbornton Bridge, 18 miles, where it will strike the valley of the Winnipiseogee river. Here is a water-power of great value, coming from Lake Winnipiseogee. From the bridge, the road diverges from a direct line, in an easterly direction, to MEREDITH BRIDGE, 27 miles from Concord. This is a place of very considerable importance. It is directly at the outlet of the lake, and possesses a water-power capable of carrying 40,000 spindles; and is already a large and thriving village. From this place

the road runs along the borders of the lake waters to MEREDITH VILLAGE, a place of considerable business, with good water-power. Thence it follows the borders of the great lake and its tributaries to HOLDERNESS VILLAGE, another manufacturing and business place. From this village the road resumes a direct line towards Canada. The curve towards the lake is made in order to accommodate the country bordering thereon, and the large water-power which it furnishes.

After leaving Holderness Village, the road is to strike across the Pemigewasset river, a main branch of the Merrimac, at Union Bridge, so called, and follow the valley of the river up to PLYMOUTH, the halfshire town of Grafton county, and a place of a good deal of business; and it has also in its immediate vicinity considerable water-power. From Plymouth, the road runs up the Baker's river, which here enters the Pemigewasset nearly at right angles from the west, through Rumney and Wentworth, to Warren, where it strikes the Oliverian river, which it follows through a sort of notch in the mountains, to HAVERHILL, a beautiful village and a halfshire town, on the Connecticut river.

From Haverhill, the road is expected to cross to Wells River Village, on the Vermont side; and thence through the valley of the Connecticut, to the mouth of Passumpsic; and up that river through Barnet, St. Johnsbury, Lyndon, &c., in a direct northerly course towards Stanstead, Can., through the entire length of Caledonia county, one of the very richest agricultural districts of Vermont.

This railroad must accommodate a very large amount of way travel. The stage-coaches which run over portions of this road, are now among the best patronised in the state of New Hampshire. It will also accommodate the increasing hundreds who yearly visit the beautiful scenery of Lake Winnipiseogee, the grand and unique scenery of the White Hills, and of the Franconia Notch. When finished, it will *furnish the most direct and unobstructed communication at all seasons of the year, between Boston and Montreal.*

RAILROAD AND STAGE ROUTE

FROM CONCORD, N. H., TO THE WHITE MOUNTAINS, VIA FRANCONIA NOTCH.

STOPPING PLACES.	Miles.	From Concord.	From White Mountains.
CONCORD, ...	0	0	103
Franklin, <i>by railroad</i> , ...	18	18	85
Bristol, "	13	31	72
Plymouth, <i>by stage</i> , ...	11	42	61
Thornton, "	12	54	49
Flume House, "	12	66	37
Franconia Notch, do., ...	5	71	32
Bethlehem, do., ...	9	80	23
Mount Washington House, ...	14	94	9
Summit of Mount Washington, ...	9	103	0

N. B. The *Boston, Concord, and Montreal Railroad* when finished to Haverhill, will form one of the most desirable routes to the White Mountains

RAILROAD ROUTE

FROM CONCORD TO WEST LEBANON, N. H.

STOPPING PLACES.	Miles.	From Concord.	From West Lebanon.
CONCORD, ...	0	0	69
West Concord, ...	3	3	66
Fisherville, ...	3	6	63
Boscowen, ...	3	9	60
North Boscowen, ...	4	13	56
Franklin, ...	6	19	50
East Andover, ...	5	24	45
Andover, ...	4	28	41
West Andover, ...	2	30	39
Danbury, ...	6	36	33
Grafton, ...	6	42	27
Canaan, ...	8	50	19
Enfield, ...	7	57	12
East Lebanon, ...	3	60	9
Lebanon, ...	4	64	5
West Lebanon, ...	5	69	0

The Stage route from Lebanon to the White Mountains, extends up the beautiful valley of the Connecticut to Haverhill, 31 miles; thence to Littleton and the Hills, a further distance of about 45 miles.

LEBANON, N. H., is handsomely situated on the Masconey river, where are falls, 4 miles east of Connecticut river. WEST LEBANON is situated on the east side of Connecticut river, where terminates the *Northern Railroad* of New Hampshire. A canal here passes round the falls in the Connecticut, and a bridge crosses the stream to HARTFORD, Vt., situated at the mouth of White river. The *Vermont Central Railroad* runs up the valley of the latter stream towards Montpelier and Burlington, Vt.

HANOVER, 4 miles above West Lebanon, is pleasantly situated about half a mile back from the east bank of the Connecticut river, opposite to Norwich, Vt., with which it is connected by a bridge. *Dartmouth College*, in the village of Hanover, is an old and respectable institution, founded in 1770. It is governed by a president and 15 professors or instructors, including the Medical School attached to it; its annual commencement is held on the last Thursday in July.

RAILROAD AND STAGE ROUTE

FROM CONCORD, N. H., TO THE WHITE MOUNTAINS, VIA CENTRE HARBOR AND CONWAY.

STOPPING PLACES.	Miles.	From Concord.	From White Mountains.
CONCORD, ...	0	0	102
Sanbornton Bridge, <i>by railroad</i> , ...	18	18	84
Meredith Bridge, "	10	28	74
Meredith Village, "	9	37	65
Centre Harbor, <i>by stage</i> , ...	4	41	61
Moultonboro', "	4	45	57
Sandwich, "	3	48	54
South Tamworth, "	7	55	47
Tamworth, "	3	58	44
Eaton, "	7	65	37
Conway, "	6	71	31
North Conway, "	5	76	26
Mount Crawford House, do., ...	18	94	8
Wiley House, do., ...	6	100	2
Crawford's Notch House, do., ...	2	102	0

HAVERHILL, N. H., the semi-capital of Grafton county, is situated on the east side of the Connecticut river, at the

proposed termination of the *Boston, Concord, and Montreal Railroad*, where it unites with the *Connecticut and Passumpsic River Railroad*, extending north towards the Canada Line.

ROUTES FROM CONCORD TO THE WHITE MOUNTAINS.

THE traveller, on starting from Boston, will find the routes leading through Concord, N. H., to the White Mountains, the most direct and speedy lines of travel. He can take the route to Concord, N. H., by railroad, and thence to CENTRE HARBOR, on the shore of that most beautiful of lakes, the Winnipiseogee, (pronounced by the Indians, Winnepesaukee,) the same day. And the next day, by coach, to Conway, and through the mountains to the Notch.

Another route, and in some respects a more pleasant one, will carry the traveller through Plymouth, where he will rest the first night from Boston; and on through the Franconia Notch to Fabyan's and Crawford's, and so down through the Notch by Conway and Centre Harbor, to Concord again.

Still another route from Concord by the Northern Railroad, will carry the traveller through Lebanon to Hanover; and thence up the Connecticut river, through Lime, Orford, Haverhill, Bath, to Littleton; and thence to the White Hills. Or, if he prefers, he can strike the Connecticut at Haverhill, through Bristol or Plymouth.

WINNIPISEOGEE LAKE, situated about 40 miles northeast of Concord, is one of the most beautiful and picturesque sheets of water in the United States. It is irregular in its form, being about 22 miles long, and from one to ten miles broad. The water is remarkably pure and very deep, fed extensively by springs at its bottom. Its winding shores, projecting points, its multiplied islands, and its beautiful surrounding mountain scenery, combine to form an assemblage of picturesque

grandeur unsurpassed by the far-famed lakes of Scotland, or perhaps any other part of the world. This lake is 472 feet above the level of the sea ; its outlet flows southwest into the Merrimac river, opposite Franklin, affording an immense amount of water-power.

Red Mountain, near Centre Harbor, 1,500 feet high, is accessible for about two-thirds of the way in a carriage. From the top, there is an extensive and sublime prospect of distant mountains and surrounding country ; Winnipiseogee Lake, with its numerous islands, bays, and the hills which rise from its border, including Ossipee on the northeast, Gunstock on the south, and a semicircular mountain at the termination of the lake on the southeast ; the whole forming a vast billowy ocean of lofty mountains, with their grand intersecting curves, exhibiting a complete panorama of the grandest mountain scenery imaginable.

CENTRE HARBOR, 41 miles from Concord, is delightfully situated on the north end of Winnipiseogee Lake, where is to be found a well-kept public house, much frequented during warm weather by gay and fashionable visitors.

ALTON, situated at the south end of the above lake, is distant by steamboat route, 20 miles from Centre Harbor. A stage route extends from Alton to Dover, N. H., a further distance of 28 miles.

On leaving Centre Harbor, the stage road leading to the White Mountains runs in a northeast direction to Conway, 71 miles from Concord. Here commences the magnificent view of mountain scenery, which increases in interest as the traveller approaches the *Notch* in this direction.

PLYMOUTH, 42 miles from Concord, on the direct route towards *Franconia Notch*, is a pleasant place, situated on the west side of Pemigewasset river, surrounded by a highly picturesque and rich section of country.

The **FLUME HOUSE**, in the town of Lincoln, 24 miles from Plymouth, is in the vicinity of the Flume, the Pool, and the Basin, all of which are worthy of a visit.

The *Flume*, so called from its resemblance to the flume of a mill, is a deep chasm or channel, extending down the side of the mountain some 1,500 feet; the channel, or space between the walls, varying from 10 to 20 feet in width. Near the centre of this chasm is a huge rock, of many tons weight, suspended against the sides of the chasm, about 30 feet above the water. Confined within these narrow walls, rushes down over its rocky bed an impetuous mountain torrent, with deafening roar. Still lower down the stream spreads out to greater width, and rapidly, though silently flows over broad sheets of granite, sparkling in the rays of the noonday sun. This is called the *Cascade*.

The *Pool* is another object of great interest, about half a mile from the Flume House. Here the Pemigewasset, rushing over its rocky bed, has formed a pool of about 25 feet in depth. The stream, eddying round, has worn the granite walls at its base into a circular form, which walls rise to the height of nearly 80 feet.

The *Basin*, situated by the roadside, about one mile above the Flume House, is a round, deep cavity in the solid rock, formed by the action of the stream.

FRANCONIA NOTCH, 71 miles from Concord, has of late become an interesting place of resort. The *Lafayette House*, situated at the base of the mountain of that name in the Notch, is kept in the best style by Mr. S. C. Gibbs, a very worthy and attentive landlord.

"The traveller is here awe-struck at the works of the Almighty. There are precipices of rocks on the east side of the Notch, which rise to the height of several thousand feet. The first object of interest that is shown the traveller, is the '*Old Man of the Mountain*,' which is one of the most extraordinary phenomena of nature that any one can imagine, being a profile of an old man's head on the summit of the

west mountain, where he has sat in solemn and silent grandeur for ages, and striking the beholder with wonder and astonishment at nature's handiwork. At the foot of this mountain, near the roadside, is a most picturesque sheet of water, adding beauty to the scene, as, mirror-like, it reflects the foliage and mountain scenery on its quiet surface."

ECHO LAKE, half a mile north of the hotel, is also a beautiful and romantic sheet of water, being the head source of the Pemigewasset river.

MOUNT LAFAYETTE, about 20 miles southwest of Mount Washington, is the first elevated peak that is reached on this route; the summit, about 700 feet less than the latter, is more difficult of ascent, yet it is often visited by strangers stopping at the hotel, being three or four miles distant in an easterly direction.

The ascent to *Mount Lafayette* is thus described. "The *bridle road*, or footpath, extends for about 3 miles from the hotel to the summit, for the most part uniformly steep; the ascent for the first two miles being through a thick forest of hemlock, spruce, &c. Higher up, the mountain is encompassed with a zone, about half a mile in width, covered with stunted trees; above the upper edge of this zone, which is about half a mile from the top, trees and shrubs disappear. The summit is composed chiefly of bare rocks, partly in large masses, and partly broken into small pieces. The view from the top is exceeding grand; although it is not so elevated or extensive as that from Mount Washington, yet owing to its situation being more central as it respects this mountainous region, it is not inferior either in beauty or grandeur."

Leaving Franconia, the tourist can proceed direct to the White Mountains, 23 miles distant,—passing through Bethlehem, or continue north through the pleasant villages of Littleton, Lancaster, and Colebrook, to the "*Dixville Notch*," situated between Colebrook and Errol—one of the most sublime places in New Hampshire. It is a vast gap between

The mountains composed of slate-stone laid up pyramidically some hundreds of feet high on each side, very much after the fashion of the Giant's Causeway in Ireland. The place, although some distance to the north, and not extensively known, is yet visited by a great many lovers of natural scenery.

The WHITE MOUNTAINS of New Hampshire, are situated in the county of Coos, in the north part of the state, distant about 100 miles from Concord, in a northerly direction, and about the same distance from Portland, Me. They are also approached by tourists from Burlington, *via* Montpelier and Littleton, and from Portsmouth, N. H. The road from the latter place passing in the vicinity of several picturesque lakes, the largest of which is *Winnipiseogee Lake*, on which runs a steamboat from Alton to Centre Harbor, a distance of 20 miles.

The Portland route, since the completion of the railroad to Boston, is another expeditious and charming journey—passing through several thriving villages on the seaboard, and from Portland, proceeding by stage, in a northwest direction to the mountains.

The different modes of conveyance and variety of routes, afford the traveller an opportunity of approaching this region by one road and returning by another—thus increasing the interest of the excursion.

“The Indian name of these mountains, according to Dr Belknap, was *Agiocochook*. An ancient tradition prevailed among the savages, that a deluge once overspread the land, and destroyed every human being, except a single powow and his wife, who sheltered themselves in these elevated regions, and thus preserved the race from extermination. The fancy of the natives peopled this mountain with beings of a superior rank, who were invisible to the human eye, but sometimes indicated their presence by tempests, which

they were believed to control with absolute authority. The savages, therefore, never attempted to ascend the summit, deeming the attempt perilous, and success impossible. But they frequented the defiles and environs of the mountain, and of course propagated many extravagant descriptions of its appearance ; declaring, among other things equally credible, that they had seen carbuncles at immense heights, which, in the darkness of night, shone with the most brilliant and dazzling splendor.

“ These mountains are the highest in New England ; and, if we except the Rocky mountains, they are the most lofty of any in the United States. Their great elevation has always rendered them exceedingly interesting both to the aboriginal inhabitants and to our ancestors. They were visited by Neal, Jocelyn, and Field, as early as 1632 : they gave romantic accounts of their adventures, and of the extent and sublimity of the mountains.

“ Since that time this mountainous region has been repeatedly explored by hunters and men of science. Their height has been a subject of much speculation ; but from the best surveys, Mount Washington is 6,226 feet above the level of the sea. The following is the height of the principal peaks known as the White Mountains of New Hampshire :

Mount Washington, ...	6,226 feet.
“ Adams, ...	5,759
“ Jefferson, ...	5,657
“ Madison, ...	5,415
“ Monroe, ...	5,349
“ Franklin, ...	4,850
“ Pleasant, ...	4,715
“ Clinton, ...	4,383

“ The names here given are those generally appropriated to the different summits. *Mount Washington* is known by its superior elevation, and by its being the southern of the three highest peaks. *Mount Adams* is known by its sharp

terminating peak, and being the second north of Washington. *Jefferson* is situated between these two. *Madison* is the eastern peak of the range. *Monroe* is the first to the south of Washington. *Franklin* is the second south, and is known by its level surface. *Mount Pleasant* is known by its conical shape, and being the third south of Washington. The ascent to the summits of these mountains, though fatiguing is not dangerous; and the visitant is richly rewarded for his labor and curiosity.

"Although these mountains are 75 miles distant from the ocean, their snow-white summits are distinctly visible, in good weather, more than 50 miles from shore. Their appearance at that distance is that of a silvery cloud skirting the horizon.

"It would be vain in us to attempt a description of the varied wonders which here astonish and delight the beholder. To those who have visited these mountains, our descriptions would be tame and uninteresting; and he who has never ascended their hoary summits, cannot realize the extent and magnificence of the scene. These mountains are decidedly of primitive formation. Nothing of volcanic origin has ever yet been discovered on the most diligent research. They have for ages, probably, exhibited the same unvarying aspect. No minerals are here found of much rarity or value. The rock which most abounds, is schistus, intermixed with green-stone, mica, granite, and gneiss. The three highest peaks are composed entirely of fragments of rocks heaped together in confusion, but pretty firmly fixed in their situations. These rocks are an intermediate substance between gneiss and micaceous schistus; they are excessively rough and coarse, and gray, almost black, with lichens. The mica in them is abundant, of different colors, red, black, and limpid, and though sometimes several inches in diameter, yet most often irregularly stratified. The granite contains emerald, tourmaline, of which are found some beautiful specimens, and garnets, besides its proper constituents. Crystals

of quartz, pyrites, actinote, jasper, porphyry, fluate of lime, and magnetic iron ore, are sometimes obtained.

"During nine or ten months of the year, the summits of the mountains are covered with snow and ice, giving them a bright and dazzling appearance. On every side are long and winding gullies, deepening in their descent to the plains below, caused by *slides* during severe storms of rain. . . .

"*The Notch of the White Mountains*, is a phrase appropriated to a very narrow defile, extending two miles in length between two huge cliffs apparently rent asunder by some vast convulsion of nature: probably that of the deluge. The entrance of the chasm on the east side, is formed by two rocks standing perpendicular at the distance of 22 feet from each other: one about 20 feet in height, the other about 12. The road from Littleton to Portland passes through this notch, following the course of the head stream of the Saco.

"The scenery at this place is exceedingly beautiful and grand. The mountain, otherwise a continued range, is here quite cloven down to its base, opening a passage for the waters of the Saco. The gap is so narrow, that space has with difficulty been found for the road. About half a mile from the entrance of the chasm is seen a most beautiful cascade, issuing from a mountain on the left, about 800 feet above the subjacent valley. The stream passes over a series of rocks, almost perpendicular, with a course so little broken as to preserve the appearance of a uniform current, and yet so far disturbed, as to be perfectly white. This beautiful stream which passes down a stupendous precipice, before mixing with the waters of the Saco, is called by Dr. Dwight, the '*Silver Cascade*.' It is probably one of the most beautiful in the world."

There are three *bridle roads*, leading from the hotels where travellers stop to the summit of Mount Washington. The *Crawford route*, starting from the Notch House, has been measured, and found to be nine miles and twenty-six rods. The *Fabyan route*, starting from Mount Washington House,

a nine miles one-quarter and thirty-seven rods. The above distances were ascertained by accurate measurement, made August 12, 1843. The route from Mount Crawford House, is from 10 to 12 miles.

The *Crawford road* passes over the summits of Mounts Clinton, Pleasant, and Franklin, between the peaks, and over the swelling base of Monroe to the summit of Mount Washington; the magnificent view from either of which will amply repay the traveller for his toil. The *Fabyan road* extends over a nearly level route to the base of Mount Washington, making the principal ascent in the last three miles.

The **Hotels** at the White Mountains are usually thronged, during warm weather, by strangers from every section of the Union, who resort here for a season to enjoy the pure mountain air and magnificent scenery, which is presented on every side.

The *Mount Washington House*, kept by H. Fabyan, is delightfully situated, 4 miles from the *Notch*, and about 9 miles distant from the summit of Mount Washington, by a good *bridle road*. This is a fashionable and well-kept public house, which can accommodate about 100 guests.

The *Notch House*, kept by T. Crawford, is situated in a most romantic spot, at the very source of the Saco river, and where the mountains are rent asunder, as if to allow the waters to find a passage as well as the traveller. This house can accommodate about 75 guests, and is a justly favorite resort. A good *bridle road* is constructed from the Notch to the summit of Mount Washington, distant about 8 miles.

The *Willey House*, 2 miles below the *Notch*, is situated in a narrow valley, between frowning mountains, rendered almost frightful from the fatal slide which occurred here August 28, 1826, destroying the whole Willey family, consisting of nine persons, male and female. Although the house was preserved, the inmates were supposed to have fled from the dwelling, and perished by being crushed by de-

ascending masses of earth and rocks; six only of the bodies were found, the other three having here found a sudden and dreary sepulchre. This house has been recently enlarged and is now kept open for the entertainment of visitors.

Mount Crawford House, kept by Abel Crawford, is situated in the wild and romantic valley of the Saco river, miles below the *Notch*. The proprietor is an aged and popular hotel-keeper, having resided in this place for about 60 years. *Mount Crawford*, in the immediate vicinity, two or three thousand feet in height, is overtopped by Mount Washington, raising its giant head towards the skies. The latter mountain can be reached by a good *bridle road*, the summit being about ten miles distant in a direct line.

ASCENT OF THE WHITE MOUNTAINS.

To give a just idea of the scenery of this interesting region, the following description of an ascent to the summit of the White Mountains, during the month of August, 1847, copied from the *New York Commercial Advertiser*:

"Having for the first time ascended to the summit of the White Mountains of New Hampshire, I will give you, for the information of your readers, an account of the most exhilarating and sublime excursion the country affords. . . . 9 o'clock A. M., I left the public house kept by H. Fabian in company with a guide, three ladies, six gentlemen, and had ten years of age, each provided with a good horse-ride. After proceeding about three miles, for the most part through a dense forest, crossing and recrossing several times the head-waters of the Ammonoosuc river, we diverged to the right from Fabian's *bridle road* to Mount Washington and commenced ascending Mount Pleasant, elevated about 5,000 feet above the ocean. The road now became very steep for two or three miles, when the ascent was overcome and we stood on the top of Mt. Pleasant. Here we struck Crawford's *bridle road*, running from the *Notch House*, four miles distant, we having come about six miles, which took us three hours to accomplish. We here encountered a chilly blast of wind, which brought all the overcoats and shawls into requisition.

sition. On the top of Mount Pleasant, we encountered nothing but naked rocks, having for some time previous been above the region of vegetation. The route now pursued leads over the summits of Mounts Franklin and Monroe, towards Mount Washington, all being elevated from five to six thousand feet above the ocean, and overlooking numerous other mountain peaks.

"The *Lake of the Clouds*, situated near the summit of Mount Monroe, is a small body of beautiful clear water, which supplies the head stream of the Ammonoosuc river. This little current immediately begins its descent, and dashes in a headlong course of several thousand feet, into the valley below; in its course uniting with several other mountain torrents, which soon form a considerable stream.

"After a toilsome jaunt of four and a half hours, having travelled about ten miles, we arrived at the summit of Mount Washington, having for two hours been above all signs of vegetation, except occasionally a few plants of an Alpine character,—nothing but flying clouds to be seen in every direction,—when they would in part clear away and reveal to sight one of the most grand and extensive views imaginable. Then could be distinctly seen rocks piled on rocks and innumerable mountain peaks in the distance, with occasional bodies of water and silvery streams flowing through the valleys. Our horses were left about half a mile from the summit, although horses are sometimes taken to the very top; here was spread a cloth on a huge rock, and a bountiful repast furnished by our obliging guide, the contents of a well-filled pair of saddle-bags.

"After remaining on the summit one hour, we commenced our downward journey, which was all, except about one mile, performed on horseback—the party preferring to walk over the most precipitous descent. The Fabyan road was taken, which is about nine miles long, descending down the west face of Mount Washington. The first three miles are a steep descent, then come about three miles of swampy ground, the remaining three miles being a good bridle road. At half past six P. M., we arrived at Mount Washington House, where we enjoyed the luxuries prepared by the proprietor, H. Fabyan, one of the most popular and deserving hotel-keepers, who is always exceedingly obliging, and reasonable in all his charges. ✓

"Dr. Jackson in his report on the geology and mineralogy
9*

of the state of New Hampshire, makes the latitude of the summit of Mount Washington N. 44 deg. 16 min. 34 sec. and the height 6,226 feet above high-water mark in Portsmouth harbor. He says, 'The geological features of Mount Washington possess but little interest, the rocks in places consisting of a coarse variety of mica slate, passing into gneiss, which contains a few crystals of black tourmaline and quartz. The cone of the mountain and its summit are covered with myriads of angular and flat blocks and slabs of mica slate, piled in confusion one upon the other. They are identical in nature with the rocks in place, and bear no marks of transportation or abrasion by the action of water.'

"The geologist will be fully rewarded for his toil in ascending this mountain, by the magnificent and comprehensive view which may be obtained of the surrounding country. He will remark that the mountains are not grouped at random, but form regular ranges, running in definite directions coinciding with the axis of elevation. The distance in a straight line from Fabian's to the summit of Mount Washington is about seven and a half miles, and the height, as seen from that place, is 4,374 feet."

ASCENT OF MOUNT WASHINGTON.

The following is an interesting account of a visit to the White Mountains, and ascent of Mount Washington, by the Rev. S. C. Abbott.

"*AFTER* passing the Notch of the White Mountains, the traveller enters upon a plain, through which meanders the Ammonoosuc river as it hastens onward to unite its water with the floods of the Connecticut. As you ride along this pleasant road, the valley, open in the west, is fringed on the north and the south by high hills, while behind you rise the majestic summits of the mountain range you have just passed. For four miles you ride along, much of the way under the shade of overhanging trees, meeting with no house, and no signs of human life except the road over which you are travelling. A turn in the road suddenly opens to you a beautiful scene. In the midst of a smooth and verdant meadow, appears the spacious establishment of Mr. Fabian. The house—200 feet in length, three stories high, with large

barns and sheds adjoining it, with multitudes of children playing upon the green grass, and groups of gentlemen and ladies seated upon the piazza, and parties coming and going, in carriages and on horseback—presents a scene of cheerfulness and of domestic happiness, strikingly in contrast with the sombre and sublime scenes with which your mind has been both exalted and oppressed, in passing through the wild gorge of the mountains.

“The magnitude of Fabyan’s establishment, and the nice table which he spreads, seem to make his house the most fashionable place of resort, though it is far less favorably situated, in respect to scenery, than the house of Thomas Crawford, at the Notch. As you sit under the piazza at Fabyan’s, you see a range of high hills, covered with forest, running along the border of the valley upon the north and the south, the spurs or abutments of the White Mountains, which at the distance of about eight miles rear their majestic summits into the clouds.

* * * * *

“The next morning after our arrival at Mount Washington House we prepared to ascend Mount Washington by the Fabyan route. The scene of departure is a very interesting one. Immediately after breakfast the horses were found, all saddled, standing by the side of the piazza, and the gentlemen and ladies, in a great variety of costume, were selecting their steeds for the mountain ride. Our party consisted of thirteen—three ladies, nine gentlemen, and a guide, with a knapsack containing provisions for our picnic upon the summit. All the company in the houses were assembled to witness the departure. The whole scene was one of unusual animation and hilarity. It was a bright and beautiful morning, and a cool mountain breeze, breathing along through the valley, gave invigoration both to body and mind. Soon all were mounted, and starting off at a brisk trot, we rode along the road for about a mile and a half. Then striking into a little bridle path, just wide enough for one horse, and entirely overarched with trees, we trotted along in single file, now ascending and again descending—now riding along the banks of a rushing mountain stream, and again fording the torrent with the water nearly to the saddle-girths—occasionally emerging into some little opening where mountain torrents had swept away the trees, and immediately again plunging into the gloom of the eternal

forest. The road, generally following the meandering banks of the Ammonoosuc river, here a foaming mountain torrent, was smooth and easy for the feet of the horses, so that our long cavalcade, one behind the other, proceeded very briskly on our way, enlivening the passing hours with conversation and jokes and fragments of song. A ride of six miles over this very delightful valley road, brought us to the foot of Mount Washington. And now we commence the arduous ascent. The path is as steep as a horse can climb, and winds wildly about among rocks and stumps and prostrate trees, and over ledges and crags where one would hardly think that a horse's foot could possibly stand. The horses toil, panting up the steep sides of the mountains, stopping, as I observed by my watch, every two minutes to breathe. As I rode in the rear of the party, it was truly a picturesque sight to watch the long procession winding its way among the crags above my head. We often passed springs of crystal water gushing from the rocks, and at one in particular, about a third of the way up the mountain, called the 'Moss Spring,' and where there chanced to be a level spot of perhaps two rods square, the whole party dismounted for ten minutes to refresh the horses, and to refresh themselves with water as pure as mortal man can drink.

"We were soon again on our way, and the forest trees, which had towered so loftily above our heads, rapidly dwindled in size till they became but one or two feet in height, and spread their gnarled and scraggy branches over the ground. We soon rose above this stunted vegetation, and the horses climbed from rock to rock over the bald face of the mountain, and there was revealed below us a wild and solitary world of sombre forests, and mountain ranges furrowed by avalanches, and peaks rising on every side, and torrents, now visible by a silvery foam leaping down some rocky bed, and again only by a long line in the forest, showing the path it had cut through the trees. The precipitous ascent now became at times rather fearful, and one could not but shudder as he looked down into the gloomy gulfs below him, at the thought of the consequence of one misstep by his horse. When we had arrived within about half a mile of the summit of the mountain, we came to a dilapidated stone hut, without door or roof; and here we left the horses, though adventurous persons do sometimes keep upon their backs, and climb over these precipitous and crumbling

masses of granite, to the very top of the mountain. We, however, found the last half mile as arduous an undertaking as we were willing to adventure even on foot. Climbing slowly in Indian file among the huge blocks of stone which are piled together in all imaginable confusion, we soon stood upon the summit. There is something awful in the aspect of the dark, crushed, storm-worn crags which compose the brow of this mountain monarch. No life is seen here; no sounds are heard but the rush of the storm and the roar of the thunder. A scene of wildness and desolation is spread around which is indescribable, but which arouses in the soul the highest emotions of sublimity. An ocean of mountains is outspread in every direction. Dark and gloomy gulfs, thousands of feet in depth, are opened before you. In the almost boundless expanse of dreariness and desolation, hardly a vestige of human habitation can be seen. The soul is oppressed with the sense of loneliness, solitude, and omnipotent power. It is the mount of meditation. It is the altar for spiritual sacrifice and prayer. The majesty of God and the insignificance of man stand in such strong contrast, that the meditative soul is overwhelmed with gratitude and adoration.

"We spent an hour upon the summit. It was the middle of July. At a short distance from us were seen several acres of snow. Spreading our refreshments upon a flat rock, we partook of our repast, and at 4 o'clock we were greeted by our friends at Fabyan's, as we dismounted at his door.

"The question is often asked, is it wise for ladies to undertake the ascent? My advice is this: if a lady is in feeble health, or of very nervous temperament, she will find herself far more comfortable to remain in her rocking-chair at Fabyan's. But if a lady is in ordinary health, and has the least love of adventure or the least susceptibility to emotions of the sublime, let her by no means forego the pleasure of the enterprise. Every hour will be fraught with luxury, and the remembrance will be a source of joy while life shall last."

THE following beautiful lines, descriptive of *mountain scenery*, are from the pen of R. C. WATERSON:

THE ALPS.

ALPS above Alps around me rise,
 Lost in the very depths of air,
 And stand between the earth and skies
 In calm majestic grandeur there.
 Stupendous heights, by man untrod !
 Types of the mighty power of God !
 Here stand ye, as ye stood, when first
 Your splendor out of chaos burst ;
 Here have you reared your giant forms,
 From age to age, unharmed 'mid desolating storms.

* * * * *

Oh solemn scene ! majestic ! vast !
 Here will you ever stand, as now,
 Omnipotence around you cast,
 And God's own seal upon your brow.
 Below, a thousand torrents lie ;
 Above, thy summits pierce the sky,
 Sparkling before the astonished sight
 Like pyramids of frozen light.
 Here, e'en as now in strength sublime
 Thy ice-clad cliffs shall stand throughout all coming time

But, while I on these mountains stand,
 And while my heart with wonder thrills,
 Shall I forget my native land ?
 My own New England hills ?
 No, no, there 's not a spot on earth,
 Like that blest land which gave me birth ;
 And even now before my eyes
 Her rivers roll,—her green hills rise,—
 Her wild flowers bloom ! Thus bright and free,
 My own New England home, my native land for me !

ROUTES FROM BOSTON TO PORTLAND, ME.

THERE are now two great Railroad lines of travel between Boston and Portland, in addition to the Steamboat route. During the summer months, the latter is a cheap and desirable mode of conveyance to those fond of such excursions, affording a short sea voyage, which may be extended by those wishing to visit any of the places on the Kennebec or Penobscot rivers. A steamboat also runs twice a week from Boston to St. John, N. B., stopping at Portland and Eastport

BOSTON AND MAINE RAILROAD.

This road was opened to Dover, N. H., in 1841, and in 1843, to South Berwick, in Maine, where it meets the *Portland, Saco, and Portsmouth Railroad*. There is a branch road extending from Malden to Medford, Mass., 2 miles; a branch road extends from North Andover to the city of Lawrence, and the *Great Falls Branch* extends from Somersworth to Great Falls Village, 3 miles.

EASTERN RAILROAD.

This road was opened to Portsmouth, N. H., in 1840, and the *Portland, Saco, and Portsmouth Railroad* was opened to Portland, Me., in 1842. The *Eastern Railroad* has a branch of 4 miles, running from Salem to Marblehead, Mass.; a branch of 12 miles, running from Beverly to Gloucester, Mass., and a branch of 3 miles, running from Salisbury to Salisbury Mills, Mass.

**RAILROAD ROUTE FROM BOSTON TO PORTLAND,
VIA BOSTON AND MAINE RAILROAD.**

PASSENGERS by this line leave Boston from the depot in Haymarket-square; the cars cross Charles river between Warren Bridge and the Boston and Lowell Railroad via-

108 MALDEN—ANDOVER—LAWRENCE—HAVERHILL.

duct, and pass through Malden, Reading, Wilmington, Andover, and Haverhill, Mass., Exeter and Dover, N. H., and join the *Portland, Saco, and Portsmouth Railroad*, at South Berwick, Me., 71 miles from Boston, and 39 miles from Portland. From thence the cars proceed over the latter road to Portland; a total distance of 110 miles: usual time 5 hours; fare \$3.

MALDEN, 5 miles from Boston, is situated on a small river of the same name, where are located extensive dye-houses and other manufacturing establishments.

SOUTH READING, 10 miles from Boston, is handsomely situated near a beautiful pond, the head source of Saugus river.

WILMINGTON, 15 miles from Boston. Here is a branch railroad connecting with the Boston and Lowell Railroad.

ANDOVER, 23 miles from Boston, is a celebrated and beautiful place, noted for its literary and theological institutions. It has become the chosen resort of many who desire to favor their children with the best means of obtaining a thorough education.

The City of LAWRENCE, about 28 miles from Boston, is a new and important manufacturing place, where will soon centre three railroads, leading to Boston, Lowell, and Salem Mass. It is situated on Spicket river, at its junction with the Merrimac, where is afforded an immense water-power. Its population already amounts to about 10,000 inhabitants and is no doubt destined to rapidly increase in wealth and numbers. A new town-house is about being erected at cost of \$30,000.

HAVERHILL, Mass., 32 miles from Boston, is advantageously situated at the head of navigation on the Merrimac river, 12 miles above Newburyport. The town is built on a gentle acclivity, with the houses rising one above the other in just proportion, interspersed with trees and shrubbery. *Distant hills* in the back-ground, and the beautiful Merrimac *flowing calmly* at its base, present a picture of no other

interest. Some vessels are built and owned here, although not so many as in former years.

EXETER, N. H., 49 miles from Boston and 37 from Concord, the capital of the state, is situated on Exeter river, a branch of the Piscataqua, at the head of tide-water; the river being navigable to this place for vessels of 500 tons burden. It contains a court-house and jail, a bank, 3 churches, 30 stores, and several large manufacturing establishments.

DOVER, the capital of Strafford county, stands on the west bank of the Piscataqua river, 12 miles above Portsmouth, and 39 miles east of Concord. It is one of the oldest towns in New Hampshire, the first settlement having been made in 1623. The village is finely situated round the lower falls of the Cocheco, a tributary of the Piscataqua. These falls furnish a great amount of hydraulic power, most advantageously located, being at the head of tide, on the Piscataqua, and admitting small craft to the mill-doors, while sloops of considerable burden can come within a quarter of a mile. The factories of Dover, therefore, are very extensive; and connected with them, a capital of more than a million is employed in dyeing and printing. Considerable shipping, also, is owned here. Dover contains a court-house and jail, a bank, several churches and academies, and is one of the most flourishing places in New Hampshire. The population in 1840, was 6,458.

GREAT FALLS VILLAGE, 5 miles from Dover, with which it is connected by a branch railroad, 3 miles in length, running from Somersworth, is a large and beautiful manufacturing village, situated on the west side of Salmon Falls river, where is afforded an immense water-power. A railroad is about being constructed to extend from Great Falls to Conway, N. H., a distance of about 60 miles.

At SOUTH BERWICK, Me., 5 miles east of Dover, and distant 39 miles from Portland, terminates the *Boston and Maine Railroad*; here uniting with the railroad extending from Portsmouth, N. H., to Portland, Me.

ROUTE OF TRAVEL

FROM DOVER, N. H., TO THE WHITE MOUNTAINS.

STOPPING PLACES.	Miles.	From Dover.	From White Mountains.
DOVER, ...	0	0	99
Great Falls, ...	5	5	94
Rochester, ...	6	11	88
Milton, ...	8	19	80
Wakefield, ...	11	30	69
Ossipee Corners, ...	10	40	59
West Ossipee, ...	11	51	48
Conway Corners, ...	13	64	35
North Conway, ...	5	69	30
Mount Crawford House, ...	18	87	12
Wiley House, ...	6	93	6
Notch House, ...	2	95	4
Mount Washington House, ...	4	99	0

UNITED STATES MAIL ROUTE AND SEABOARD
LINE, VIA EASTERN RAILROAD.

PASSENGERS leave Boston by this line from the foot of Commercial-street, where is a ferry of about half a mile in length, running to the depot in East Boston. Here commences the *Eastern Railroad*, extending to Portsmouth, N. H., where terminates the *Portland, Saco, and Portsmouth Railroad*,—forming a continuous line of travel of 105 miles, which is usually run in five hours; fare \$3.

LYNN, 9 miles from Boston, is the first stopping-place after leaving the city, and the point where passengers take the stage for Nahant. This place has long been celebrated for the manufacture of ladies' shoes, of which it produces over 2,500,000 pairs annually. The village, which is scattered, contains 8 churches, 2 banks of discount, a savings bank, several public houses, and 30 or 40 stores.

SALEM, 14 miles from Boston, is an old and wealthy town. In 1840 it contained 15,082 inhabitants, principally engaged in manufactures, commerce, and navigation. It is distinguished for its enterprise, and for its numerous and well-

managed institutions. Next to Plymouth it is the oldest town in the state, having been settled in 1628. It is chiefly built on a tongue of land formed by two inlets from the sea, called North and South rivers, over the former of which is a bridge, upwards of 1,500 feet long, connecting it with Beverly, and the latter forms the harbor. The harbor has good anchorage ground, but vessels drawing more than 12 or 14 feet of water, must be partially unloaded before they can come to its wharves. The situation of Salem is low, but it is pleasant and healthy. It is well built, and latterly most of the houses which have been erected, are of brick, and many of them are tasteful and elegant. The compact part of Salem is about a mile and a half long, and half a mile wide. The streets are irregular, having been originally laid out without much regard to symmetry and beauty. In the southern part of the town, there is an elegant public square or common, containing about 10 acres, surrounded by a handsome public walk, ornamented with rows of trees. An aqueduct supplies the city with an abundance of excellent spring water. Salem was long the second town in New England in wealth, commerce, and population; but Providence and Lowell now exceed it in population, and New Bedford in shipping. It was long distinguished for its East India trade, by which it was greatly enriched; but this branch of commerce, though still carried on, is less extensive than formerly. On a peninsula below the town are Fort Pickering and Fort Lee; and on Baker's Island there is a lighthouse. The tonnage of this port in 1840, was 37,020.

Among the Public Buildings are—a court-house, a jail, an almshouse, a market-house, an East India Marine Museum, and a Lyceum. It has 8 banks, with an aggregate capital of \$2,000,000; 6 insurance companies, with a total capital of \$950,000; a marine insurance company, and an institution for savings. There are two public libraries, an athenæum, containing 10,000 volumes, and a mechanics' library, containing 1,200 volumes. There are 17 churches—4 Uni-

112 SOUTH DANVERS—BEVERLY—MANCHESTER.

tarian, 4 Congregational, 2 Baptist, 1 Episcopal, 1 Methodist, 1 Christian, 1 Roman Catholic, 1 Friends, and 2 Universalist.

The principal Hotels are—the Essex Hotel and Mansion House, both situated on Essex-street.

Harmony Grove Cemetery, situated on the east side of North river, about one mile from the city, was laid out in 1840, and now presents a beautiful aspect, the grounds being admirably adapted and arranged for a burial-place. Here are to be seen picturesque dells, shady lawns, and craggy rocks covered with moss-grown trees, giving the place altogether a romantic appearance.

A *Branch Railroad* extends from Salem to the village of MARBLEHEAD, a distance of 4 miles. This town is noted for the daring and enterprise of its inhabitants, many of whom are engaged in the cod and mackerel fisheries. The village or town is a very pleasant residence in summer, and an excellent place to witness the raging of the ocean in a storm.

The *Essex Railroad* runs from Salem to Andover, a distance of 20 miles, in a northwest direction, forming a junction with the Boston and Maine Railroad.

SOUTH DANVERS, 2 miles from Salem, is a thriving manufacturing village. There are two other villages in the town of Danvers, which has long been celebrated for the industry and patriotism of its inhabitants.

BEVERLY, 2 miles from Salem, is connected with the latter place by a bridge 1,500 feet long. The village contains 4 churches, 1 bank, and 1 insurance company. The inhabitants are chiefly employed in commerce and the fisheries. Here commences the *Gloucester Branch Railroad*, 12 miles in length, running east through

MANCHESTER, Mass., 24 miles from Boston, situated on the north side of Massachusetts Bay; this place has long been noted for its enterprise in the fisheries, and for training its youth for a maritime life. The village is pleasantly situated

on a southern declivity, towards the harbor; it is neatly built, and bears the marks of industry and wealth.

GLOUCESTER, 28 miles from Boston, is an important maritime town, situated on Cape Ann, which forms the northern boundary of Massachusetts Bay. The village of *Gloucester Harbor*, so called, is beautifully located on the south side of the Cape. The settlement is compact, and many of the buildings are of brick, built in a handsome style of architecture. The sea-views from the village and vicinity are very extensive, and equal in grandeur to any on the coast. Gloucester being now connected with Boston by a railroad, is destined to become a fashionable resort in summer months: the more its beauties are seen and its exhilarating breezes felt, the more frequently and numerous it will be visited by the seekers of health and pleasure. ✓

ROCKPORT, 4 or 5 miles east of Gloucester, is another romantic maritime town, surrounded on three sides by the ocean, forming the southeast part of Cape Ann, once the favorite resort of the *sea serpent*.

SQUAM BAY, on the north side of Cape Ann, has a safe harbor, and is much used by fishermen. In this vicinity is a beautiful beach of between two and three miles in length, composed of white sand.

IPSWICH, 25 miles from Boston, is a port of entry. It contains a court-house and jail, 1 bank; 4 churches, a female seminary, 2 public houses, and several stores.

NEWBURYPORT, 34 miles from Boston, is one of the capitals of Essex county, and a port of entry, where are annually built a number of large vessels. It is beautifully situated on the south bank of the Merrimac river, near its entrance into the Atlantic. The streets are wide, intersecting each other at right angles. It contains a brick court-house and a stone jail, a custom-house, built of rough granite; 8 churches, 3 banks, a savings bank, 3 insurance companies, an almshouse, a lyceum, several public houses, and about 100 stores. Here are owned numerous vessels employed in the cod, mackerel,

and whale fisheries, giving employment to upwards of one thousand men. The harbor is safe and spacious, but difficult of entrance.

At SALISBURY, 36 miles from Boston, a branch railroad runs northwest 3 miles to *Salisbury Mills*, where are situated some extensive manufacturing establishments. *Salisbury Beach*, lying east of the railroad, is a place much frequented during the summer months, being noted for its beauty and salubrity.

HAMPTON, 44 miles from Boston, is situated near the Atlantic coast, commanding some fine marine prospects. *Hampton Beach*, a few miles east of the railroad, is a favorite summer resort, for parties of pleasure and invalids seeking an invigorating sea air. *Great Boar's Head*, as it is called, is situated in this vicinity; it is an abrupt eminence extending into the sea, and dividing the beaches on either side. Here is a well-kept hotel, and the sea-bathing and fishing, both being good, afford great amusement for visitors.

The ISLE OF SHOALS, lying out in the ocean, 8 or 9 miles from the main-land, off Hampton Beach, are much frequented by parties of pleasure, fond of bracing air and daring exploits. *Hog Island*, the largest of the group, contains about 350 acres, mostly rocky and barren. Upon this island an hotel has recently been erected for the accommodation of summer visitors.

RYE BEACH, near Portsmouth, is another fashionable watering-place, much frequented during warm weather.

PORTSMOUTH, 50 miles southeast of Concord, and 54 miles from Boston, in 43 deg. 5 min. N. lat., is the largest town and the only seaport in New Hampshire. It is a port of entry, and is advantageously situated on a peninsula on the south side of the Piscataqua river, three miles from the ocean. It was first settled in 1623, and was first chartered in 1633. It is supplied with pure water by a conduit, 3 miles long, laid by a company formed in 1799. The streets are somewhat crooked, yet the houses are mostly well built, and some of

them elegant. It has a fine harbor, with 40 feet water in the channel at low tide, and is protected by islands and headlands from storms. The Piscataqua, which here forms the boundary between the states of New Hampshire and Maine, is about half a mile wide, and the tide rising 10 feet, flows with so rapid a current as to keep the harbor free from ice. There are three or four fortified points at the mouth of the harbor: *Fort Constitution* is situated on Great Island, and *Fort McClary*, in Kittery, on the north side of the harbor, with which is a connection by two bridges, one 1,750 feet long, and the other 480 feet.

On Continental or Navy Island, lying opposite Portsmouth, within the bounds of Maine, is an extensive Navy Yard, belonging to the United States government, which has every convenience for the construction of ships of war of the largest class.

Portsmouth contains much wealth and has considerable trade, though its back country is rather limited. Being situated about equidistant between Boston and Portland, much of the trade of the interior flows to those places. Among the public buildings are 8 churches, 6 banking houses, a court-house, 2 market-houses; an atheneum, with a library of 5,000 volumes, and cabinets of minerals, &c.; an almshouse, and the State Lunatic Asylum; there are about 150 stores of different kinds, and several hotels. The population in 1840, was 7,887.

On leaving Portsmouth, proceeding north, the railroad track crosses the Piscataqua river by means of a substantial bridge, extending to Kittery, Me.; from thence the route extends 11 miles to *South Berwick*, uniting with the Boston and Maine Railroad, running through Dover to Boston.

YORK, 45 miles from Portland, situated on York river, one mile from the sea, is an ancient maritime town. It has a good harbor, which admits vessels of 250 tons, and is regularly laid out with streets crossing each other at right angles. It was originally designed for a large place, but has not

equalled the expectations of its founders. It now contains a population of about 3,000.

KENNEBUNK DEPOT, 23 miles from Portland, is situated about 2 miles from the village and harbor of the same name.

SACO, 13 miles from Portland and 38 from Portsmouth, N. H., is a port of entry, on Saco river, 6 miles from the ocean, and contains about 4,000 inhabitants. It possesses many handsome dwellings, and numerous mills, there being a fall of 42 feet, creating a great water-power, and presenting an interesting and beautiful view. Immediately below the falls is a fine basin, where vessels take in their cargoes. On the shore of the river, below the village, there is a beautiful beach, within sight of the ocean, which affords a pleasant drive in warm weather.

From Saco to Portland, passing through SCARBORO', the railroad track passes over a level section of country, in part covered with a small growth of trees, and some meadow-land. On approaching Portland, a bridge of considerable length is passed, extending across an arm of the sea. The depot is upwards of half a mile from the centre of the town, passengers being usually carried to the hotels in carriages belonging to the different houses.

The City of PORTLAND, is very advantageously situated on a peninsula at the western extremity of Casco Bay. It is distant 105 miles from Boston ; 60 from Augusta, the capital of the state, 254 from Montreal, and 545 from Washington. The city presents a beautiful appearance from the sea, and the islands in the bay, as it rises like an amphitheatre between two hills. It is regularly laid out, and handsomely built, and has some fine public edifices, among which are a new exchange building, constructed of granite in the most substantial manner ; a spacious city hall ; a court-house and jail, and 18 churches ; a custom-house, 6 banks, a theatre, and an athenæum, containing a library of four or five thousand volumes. The present population is about 20,000. On an eminence called Mount Joy, on which Fort Sumner

formerly stood, there is an observatory 82 feet in height, being elevated 226 feet above the ocean, commanding a fine view of the harbor, and the adjacent country. Casco Bay is seen lying to the east, studded with islands and rocky islets, said to amount to 365 in number,—on the north is a body of water called Back Cove,—the city is immediately on the southwest, and presents a splendid appearance in connection with the harbor and shipping,—Cape Elizabeth lies on the south, 3 miles distant, where is located Cape Cottage, a much frequented public house and delightful place of resort during warm weather,—*Fort Preble* stands two miles southeast, and commands the ship channel in connection with *Fort Scammel*, situated on an island. Beyond it lies the broad Atlantic ocean, where during the fall months of September and October, numerous small vessels are seen engaged in taking mackerel. *Mount Washington*, the highest peak of the White Hills of New Hampshire, distant 90 miles, may be seen on a clear day by looking through the glass here used in the observatory, which is a large and excellent instrument of the kind. Few places exceed Portland in point of location. Having an extensive back country, its trade is large and important; the principal articles of export are lumber, fish, and country produce. The trade with the West Indies is very great, also with Boston and New York, and southern ports.

Portland now owns 66,235 tons of shipping, ranking as the seventh city in commercial importance in the Union, and is no doubt destined to rapidly increase in wealth and numbers.

The *Oxford Canal*, which extends to Sebago pond, 20 miles northwest, affords 50 miles of inland navigation. An important road also diverges in the same direction, which enters New Hampshire and extends across into Vermont. Over this road stages run three times a week to the *White Mountains*, distant about 90 miles, connecting with lines of travel to Concord, N. H., and Burlington, Vt.

PRINCIPAL HOTELS IN PORTLAND.

American House, Congress-street; Casco Temperance House, Middle-street; Elm Tavern, Federal-street; United States Hotel, corner Congress and Federal streets; besides many others of less note in different parts of the city.

STEAMBOAT AND STAGE ROUTES.

A line of Steamboats runs from Portland to Boston, 105 miles; to Hallowell, 61 miles; to Bangor, 140 miles; to Eastport, 230 miles, and to St. John, N. B., 290 miles; stopping at many of the intermediate ports.

Stages leave Portland twice daily for Augusta and Bangor; also twice daily for Brunswick, Bath, and Belfast, &c., connecting with other lines of Stages running to different parts of Maine.

RAILROAD ROUTE FROM PORTLAND TO MONTREAL.

The *Atlantic and St. Lawrence Railroad* is by far the most important enterprise of its kind that has ever engaged the attention of the people of Maine. The ceremony of breaking ground was observed on the 4th of July, 1846, at its commencement in Portland, from whence the line runs in a northerly direction to Lewiston, 28 miles. It then extends northwest through Cumberland and Oxford counties, Me., into New Hampshire, running across the state north of the White Mountains; terminating at Canaan, Vt., on the Canada Line, there uniting with the *St. Lawrence and Atlantic Railroad*, extending to Montreal, Can.

The above roads, also several connecting branches, are now in a rapid state of completion. The distance from Portland to Montreal by this route will be about 280 miles.

STAGE ROUTE

FROM PORTLAND TO BANGOR, VIA AUGUSTA.

STOPPING PLACES.	Miles.	From Portland.	From Augusta.	From Bangor.
PORTLAND, ...	0	0	60	129
Falmouth, ...	7	7	53	122
North Yarmouth, ...	5	12	48	117
Freeport, ...	6	18	42	111
Brunswick, ...	8	26	34	103
Boardman, ...	10	36	24	93
Richmond, ...	11	47	13	82
Gardiner, ...	7	54	6	75
Hallowell, ...	4	58	2	71
AUGUSTA, ...	2	60	0	69
Vassalboro', ...	12	72	12	57
China, ...	9	81	21	48
Unity, ...	14	95	35	34
Dixmont, ...	12	107	47	22
West Hamden, ...	11	118	58	11
Bangor, ...	11	129	69	0

STAGE ROUTE

FROM PORTLAND TO EASTPORT, ME.

STOPPING PLACES.	Miles.	From Portland.	From Belfast.	From Eastport.
PORTLAND, ...	0	0	109	230
Falmouth, ...	7	7	102	223
North Yarmouth, ...	5	12	97	218
Freeport, ...	6	18	91	212
Brunswick, ...	8	26	83	204
Bath, (Kennebec river,)	8	34	75	196
Wiscasset, ...	15	49	60	181
Waldoboro', ...	18	67	42	163
Warren, ...	9	76	33	154
Thomaston, ...	4	80	29	150
Camden, ...	11	91	18	139
BELFAST, (Penobscot Bay,)	18	109	0	121
Castine, ...	9	118	9	112
Bluehill, ...	10	128	19	102
Ellsworth, ...	14	142	33	88
Franklin, ...	12	154	45	76
Cherryfield, ...	20	174	65	56
Columbia, ...	12	186	77	44
Machias, ...	15	201	92	29
Whiting, ...	14	215	106	15
EASTPORT, ...	15	230	121	0

ROUTES OF TRAVEL FROM PORTLAND, ME., TO THE WHITE MOUNTAINS OF NEW HAMPSHIRE.

FROM PORTLAND TO THE WHITE MOUNTAINS, VIA MAIL STAGE ROUTE.

STOPPING PLACES.	Miles.	From Portland.	From White Mountains.
PORTLAND, ...	0	0	87
Sacarappa, ...	6	6	81
Gorham, ...	4	10	77
Standish, ...	7	17	70
Baldwin, ...	8	25	62
Hiram, ...	9	24	53
Brownfield, ...	6	40	47
Fryeburg, ...	8	48	39
North Conway, N. H., ...	9	57	30
Mount Crawford House, ...	18	75	12
Wiley House, ...	6	81	6
Notch House, ...	2	83	4
Mount Washington House, ...	4	87	0

STAGE AND STEAMBOAT ROUTE

FROM PORTLAND TO THE WHITE MOUNTAINS, VIA SEBAGO LAKE.

STOPPING PLACES.	Miles.	From Portland.	From White Mountains.
PORTLAND, ...	0	0	97
Sacarappa, ...	6	6	91
Gorham, ...	4	10	87
Standish Landing, ...	5	15	82
Bridgeton, (steamboat,)	20	45	52
Fryeburg, ...	13	58	39
North Conway, N. H., ...	9	67	30
Mount Crawford House, ...	18	85	12
Wiley House, ...	6	91	6
Notch House, ...	2	93	4
Mount Washington House, ...	4	97	0

ROUTES FROM PORTLAND TO THE WHITE MOUNTAINS.

THE *White Mountains Mail Stage*, leaves Portland, Tuesdays, Thursdays, and Saturdays, at 7 o'clock, A. M.,—passing through Gorham, Baldwin, Fryeburg, &c. *Extra Stages* can be chartered at any time, passengers having the choice of routes.

The *Stages* running to *Standish Landing*, leave Portland at the same time, passengers being carried 30 miles by steamboat, through Sebago and Long Lakes, to Bridgeton, where stages are again taken and passengers conveyed to Fryeburg, where the two lines unite.

On leaving Portland by either of the above routes, the road for the first 6 miles runs through a pleasant section of country, when you arrive at the manufacturing village of SACARAPPA, situated on Presumpscot river, where is a fall of about 30 feet. It contains about 2,000 inhabitants; 2 large cotton factories, 1 woollen factory, 1 knife and fork factory, and several other manufacturing establishments, all propelled by water-power.

About half a mile north of Sacarappa, the road passes over the *Cumberland and Oxford Canal*, which extends from Portland, through Sebago and Long Ponds, a total distance of 50 miles.

GORHAM, 10 miles from Portland, is an old and interesting village, first settled in 1736. Maine was at that time almost a wilderness, being thinly inhabited by Indians of a warlike character. Here the roads diverge, the through stage route running to Baldwin, &c.

STANDISH, 15 miles from Portland, lies on the south end of *Sebago Lake*, where is a steamboat landing. During the summer months, a steamboat runs from this place, passing through Sebago and Long Lakes to Bridgeton, 30 miles, affording a most delightful excursion.

122 SEBAGO LAKE—FRYEBURG—LOVEWELL'S POND.

SEBAGO LAKE, about 15 miles long, and 9 miles wide, is situated in the western part of Cumberland county, and is a fine sheet of water, forming the source of Presumpscot river, and in connection with several smaller lakes and the Cumberland and Oxford Canal, forms an inland water communication of about 50 miles in extent, from Portland.

LONG LAKE lies north of Sebago Lake, being connected by a navigable outlet, through which passes the steamboat route to Bridgeton.

BRIDGETON, 45 miles from Portland, and 48 from the White Hills, is pleasantly situated on the west side of Long Lake. Here commences the stage route, running in a westerly direction, through an interesting section of country.

FRYEBURG, 48 miles from Portland, by the direct stage route, is an interesting and beautiful town, lying on the west side of Saco river, near the New Hampshire State Line. The village is situated on a plain; surrounded by lofty hills; it bears evident marks of antiquity, being an old settled place, celebrated in the early Indian wars.

LOVEWELL'S POND lies a short distance south of the village, near the roadside. This romantic sheet of water, now the resort of travellers for curiosity, was once the scene of a bloody combat, and of the overthrow of a powerful Indian tribe. The story of *Lovewell's fight*, is thus briefly noticed in the North American Review:

"It was on the 18th of April, 1725, that Captain John Lovewell, of Dunstable, Mass., with thirty-four men, fought a famous Indian chief, named Paugus, at the head of about eighty savages, near the shores of a pond in Pequawket, (now called Fryeburg.) Lovewell's men were determined to conquer or die, although outnumbered by the Indians more than one-half. They fought till Lovewell and Paugus were killed, and all Lovewell's men but nine, were either killed or dangerously wounded. The savages having lost, as *was supposed*, sixty of their number out of eighty, and being convinced of the fierce and determined resolution of their

foes, at length retreated and left them masters of the ground. The scene of this desperate and bloody action is now pointed out to the traveller, being on the east side of the pond, where may be seen to this day the graves of the combatants.

NORTH CONWAY, $9\frac{1}{2}$ miles west of Fryeburg, and distant 57 miles from Portland, is most delightfully situated in the valley of Saco river. It is surrounded by hills and mountains in the distance. *Kiarsage Mountain*, 5 miles north, is elevated about 2,000 feet above the plain, and presents a grand appearance as the sun rises. In the vicinity are also to be seen *pictural rocks*, said to represent turkeys and horses. *Kiarsage House*, kept by S. W. Thompson, is a favorite resort of travellers, where the stage from Portland usually stops over night.

As you proceed northwest towards the Notch in the White Mountains, the scenery is of the most grand and exciting character. The Saco river is frequently crossed and recrossed as the stage-coach winds up the valley of this mountain stream.

MOUNT CRAWFORD HOUSE, 18 miles from Conway, is the first public house of note after leaving North Conway; it is situated in a most romantic spot, and is a favorite resort for tourists.

The WILLEY HOUSE, 6 miles further, is doubly interesting, both from being surrounded by lofty mountains, and owing to a terrible accident in 1826, which destroyed the whole Willey family, consisting of nine persons.

The NOTCH HOUSE, 2 miles further, distant 83 miles from Portland, is another wild and romantic location, and a favorite resort for visitors seeking health and pleasure.

The MOUNT WASHINGTON HOUSE, four miles beyond the Notch, is situated on one of the most charming spots in the valley of the Ammonoosuc river. From this place may be seen Mounts Pleasant, Franklin, Monroe, Washington, and other mountain peaks, presenting altogether an array of cloud-capped mountains, probably unsurpassed by any other mountainous region in the Union.

As you approach the *Notch* from Conway, and pass the Willey House, nothing can exceed the grandeur of the scene for two miles; the mountains rising abruptly on either side to the height of twenty-five hundred feet, clothed in part with a stunted growth of forest trees,—their sides scored and ribbed by the torrents in their rapid course to the defile below. To be justly appreciated, the passage through this place should be made on foot, or in an open carriage.

About a mile from the Willey House, on the *right* side of the road ascending, is the *Silver Cascade*. The course up and through the Notch is now winding and zigzag, the traveler being hemmed in by gigantic barrier walls. About half a mile before reaching the Notch House, on the right-hand side of the road is another fall of water, called the "Second Flume," and further on, a short distance is still another, called the "First Flume."

"These picturesque and brilliant streams are formed from collections of water falling over precipices, from the height of several hundred feet, down the *first flume*, in a single stream, and over the *second* in three, uniting at the foot in a basin and passage, apparently worn by the action of the waters deep in the solid rock,—in its course leaping from precipice to precipice, till, dashing under the road, it loses itself in the clear waters of the Saco, here itself a small mountain stream."

For a further description of the *White Mountains* see page 100

RAILROAD AND STAGE ROUTE FROM PORTLAND TO AUGUSTA AND BANGOR.

THE *Kennebec and Portland Railroad*, 61 miles in length, when finished will run through Brunswick, Bowdoinham, Richmond, Gardiner, and Hallowell to Augusta. A branch road will also extend from Brunswick to Bath.

The Stage route from Augusta to Bangor, runs through Vassalborough, China, Albion, Unity, Troy, Dixmont, Newbury, and Hampden, to Bangor; a total distance of 122 miles.

Brunswick, 27 miles below Augusta, and 26 miles above Portland, is situated on the south side of the Androscoggin river, at the lower falls, where is an extensive water-power. *Bowdoin College*, a well-endowed and flourishing institution, is located here. It was founded in 1794, has a president and ten professors, 649 alumni, 165 students, and a library of 20,000 volumes. A medical school is attached to the institution, which has four professors and about 70 students. The commencement is on the first Wednesday in September.

Lewiston, 28 miles from Portland, situated on the east side of the Androscoggin river, is already a place of considerable business; and is anticipating a material increase from the construction of the *Atlantic and St. Lawrence Railroad*, and the *Androscoggin and Kennebec Railroad*, which will diverge at that place. The fall of the Androscoggin at Lewiston, is 47 feet. The permanent quantity of water is estimated at 1,800 cubic feet per second, with an inexhaustible surplus during a greater portion of the year. According to the rate of expenditure at Lowell, there is water-power enough to operate nearly 250,000 spindles.

Bath, 34 miles from Portland, is situated on the west bank of Kennebec river, 12 miles from the sea. Its principal business is commerce, trade, and ship-building, for which it is admirably well located, the harbor being seldom obstructed by ice. The town has a beautiful appearance from the

water, and is becoming one of the most active business places in Maine.

HALLOWELL, 2 miles below Augusta, is delightfully situated on both sides of Kennebec river, at the head of steamboat navigation. The principal village is on the west side of the river; the ground rising from one to two hundred feet from the water, affords a beautiful view of both villages and surrounding country. Steamboats and sail vessels ply from this place to Portland and Boston. The principal exports are lumber, granite, and all the common productions of a fertile northern climate.

AUGUSTA, 60 miles northeast of Portland, is situated on both sides of the Kennebec river, 43 miles from the ocean, at the head of sloop navigation. This is the capital of the state of Maine, and is a beautiful place. The State-House is constructed of white granite, and stands on a commanding eminence, half a mile south of the village. The population in 1840, was 5,314. It is regularly laid out, the ground rising on each side of the river, and a fine bridge extends across the Kennebec, 520 feet long, connecting the two parts of the town.

The principal Hotels in Augusta are—the Augusta House and the Mansion House; there are also several other well-kept public houses.

Stages leave Augusta daily for Portland and Bangor. A stage also leaves twice a week for Quebec, running over the Kennebec road, via Norridgewock.

The City of BANGOR, 129 miles from Portland in a north-east direction, and distant 245 miles from Boston, is the easternmost place of note in the United States. It is situated on the west side of Penobscot river, 60 miles from the ocean, at the head of steamboat navigation. The tide here rises 17 feet, and is of itself sufficient to float vessels of a large class. The principal article of trade is lumber, which *comes down* the river in immense quantities, from a fertile *region of country*.

The city occupies a pleasant and commanding situation. The buildings for the most part are not only neat, but many of them elegant. Steamboats ply regularly between Bangor and Portland and Boston, for about eight months in the year, when the river is free from ice. The population in 1840, was 8,627, and is rapidly increasing.

The principal Hotels in Bangor are—the Bangor House, the Franklin House, the New England House, the Merchants' Exchange, and the Penobscot House.

Stages leave Bangor daily for Augusta and Portland; also for Houlton and other places.

Below Bangor, on the Penobscot river, are FRANKFORT, BUCKSPORT, BELFAST, and THOMASTON; at all of which steamboats land and receive passengers on their trips to and from Portland and Boston.

BELFAST, 30 miles below Bangor, is a port of entry, and beautifully situated on Belfast Bay, on the west side of Penobscot river. The harbor is very good, seldom obstructed by ice, affording anchorage for a great number of vessels of the largest class. The town, although irregularly built, is a pleasant and stirring place during the whole year, it being an important *winter mart* for most of the trade of the Penobscot river.

CASTINE, 10 miles east of Belfast, on the opposite side of the bay, is a place of importance, possessing an excellent maritime position.

THOMASTON, Me., situated on the west side of Penobscot Bay, near the ocean, is a place of considerable maritime commerce and ship-building; but the most important business of its people is the quarrying and burning of lime, from inexhaustible ledges of limestone within its limits. *Owl's Head*, is a noted place for mariners, being a peninsula running three or four miles into Penobscot Bay, on which is a lighthouse to guide the wary mariner on his way. It is a delightful place in summer, and has justly acquired a reputation for possessing all the various enjoyments which induce

thousands to visit the seacoast at other places. It lies four miles east from Thomaston, and 55 south of Bangor, and is a regular stopping-place for steamboats, as well as a refuge for sail vessels during stormy weather.

HOULTON, Me., 120 miles northeast of Bangor, is situated near the border of New Brunswick. It is the county-seat of Aroostook county, which embraces all the northeastern part of the state of Maine. The village contains about 1,000 inhabitants, and is surrounded by a fertile section of country. A garrison of United States troops is stationed one mile north of the village, at *Hancock Barracks*. The great thoroughfare between the United States and the British province of New Brunswick, is through this town.

Stages run three times a week to Fredericton, N. B., 75 miles distant; from thence stages and steamboats run to St. John, 85 miles further.

EASTPORT, 230 miles from Portland, and 767 from the city of Washington, lies on Moose Island, in Passamaquaddy Bay, into which empties the St. Croix river, forming the eastern boundary of the United States. A bridge connects it with the main land. It has an excellent harbor, although the tide here rises 25 feet, and is very rapid. The village contains about 2,500 inhabitants, 5 churches, and about 80 stores of different kinds; this is a place of considerable trade and commerce, the inhabitants being largely engaged in ship-building, lumber, and fisheries. It is also an important naval and military position.

A steamboat runs from Eastport to St. John, N. B., a distance of about 75 miles. A steamboat, and stages, also run to Boston, Portland, &c.

As this may be considered the "*jumping off place*" for our eastern brethren, we would advise the residents of the western and southern portions of the Union, to extend their summer excursions to this region, where may be seen the genuine native *Yankee*, in all his vigor and simplicity, surrounded by plenty and comforts rarely to be met with in more southern climes.

STEAMBOAT ROUTE BETWEEN BOSTON, EAST-PORT, ME., AND ST. JOHN, N. B.

THE steamer **ADMIRAL**, Capt. T. Rogers, runs between Boston, Eastport, and St. John; leaving Boston every Monday at 2 o'clock, P. M.; running along the coast of Maine into the Bay of Fundy, a distance of about 400 miles.

ST. JOHN, situated on the north side of the river St. John, near its entrance into the Bay of Fundy, is the principal city of the province of New Brunswick. It stands on elevated ground, is regularly laid out and well built. From the great tides, at the mouth of the river, the harbor is kept open throughout the year. The principal business of the place is lumber and the fisheries: most of the former goes to England—sixty or eighty vessels may sometimes be seen loading at one time.

Steamboats run from St. John to Fredericton, 85 miles distant, up the St. John river, there connecting with stage routes to different parts of the British provinces. There is also a steamboat and stage route established between St. John and Halifax, and other places in Nova Scotia.

FREDERICTON is a pleasant town, situated on a beautiful plain about four miles long. It is 85 miles above the city of St. John, and 140 miles below the Great Falls, and is principally important as being the seat of government. The Provincial Parliament House, the Governor's house, King's College, and the new cathedral, are the principal public buildings.

"The *St. John river*, 400 miles in length, and from half a mile to a mile in width, has its source in the state of Maine. It, together with its tributaries, bears upon its waters a vast quantity of valuable timber to the city of St. John, which is exceeded in the lumber trade by only one city in America. The free navigation of this noble river, secured to the citizens of the United States by the late treaty with Great Britain, is of great importance to the inhabitants of the north part of Maine, by affording an outlet to the immense quantity of lumber which is found near its borders."

COMPARATIVE HEIGHT
OF THE PRINCIPAL MOUNTAINS IN NEW ENGLAND.

MAINE.		Feet above the sea.			Feet above the sea.
Katahdin Mountain,		5,300	Carr's Mountain		3,381
Bald "		4,000	Pequaquet "		3,377
Ebeeme "		4,000	Gunstock "		2,447
Outop "		4,000	Ossipee "		2,351
Abraham "		3,387	Red Hill,		2,000
Aroostook "		3,000			
Baker's "		3,000	VERMONT.		
Bigelow "		3,400	Mansfield Mt., (the Chin,)		4,279
Speckled "		3,000	Camel's Hump		4,183
Spencer's "		3,000	Shrewsbury Mountain		4,086
Allagash "		2,209	Mansfield Mt., (the Nose,)		3,963
Blue "		2,804	Killington Peak		3,924
Chase "		2,800	Equinox Mountain		3,706
Mars Hill "		1,683	Ascutney "		3,320
			Middlebury turnpike		2,063
NEW HAMPSHIRE.			MASSACHUSETTS.		
Mt. Washington, <i>White Mts.</i>		6,226	Saddle Mountain		3,505
" Adams "		5,759	Bald Peak "		2,624
" Jefferson "		5,657	Spruce Hill		2,588
" Madison "		5,415	Clarksburg Mountain		2,272
" Monroe "		5,349	Becket "		2,194
" Franklin "		4,850	French's Hill		2,239
" Pleasant "		4,715	Perry's Peak		2,069
" Clinton "		4,383	Wachusset Mountain		2,018
" La Fayette		5,526	Mount Tom		1,214
White Face Mountain,		4,178			
Kearsage "		3,067			

Maine, New Hampshire, and Vermont, may be regarded as a mountainous section of country; also the western part of Massachusetts and the northwest part of Connecticut. The *Green Mountains*, of Vermont, are however the only continuous range; the others may be regarded as groups and isolated mountains, rising in solitary grandeur from among surrounding hills.

RAILROADS IN THE EASTERN STATES,

FINISHED, OR IN PROGRESS OF CONSTRUCTION, DECEMBER, 1847.

NAME.	FROM	TO	Mb.
Atlantic and St. Lawrence	Portland, Me. ..	Canaan, Vt., Can. Line, ...	145
Bucksfield Branch	Augusta & St. L. Railroad	Bucksfield, Me. ..	61
Kennebec and Portland ..	Augusta, Me.	Portland, do....	61
Bath Branch	K. & P. Railroad	Bath, do.....	50
Androscoggin & Kennebec	Danville, Me.	Waterville, do..	47
Penobscot and Kennebec..	Waterville, do. .	Bangor, do.....	12
Bangor and Oldtown.....	Bangor, do	Oldtown, do....	51
Portland, Saco, & Portsmouth	Portland, do.	Portsmouth, N.H	3
Eastern	Portsmouth, N. H., ...	Boston, Mass. ..	4
Marblehead Branch	Salem, Mass.....	Marblehead, do.	12
Gloucester "	Beverly, do.....	Gloucester, do..	3
Salisbury "	Salisbury, do....	Salisbury Mills, do.....	73
Boston and Maine	Boston	S. Berwick, Me.	2
Medford Branch	Malden, Mass....	Medford, Mass..	2
Lawrence "	N. Andover, do.	Lawrence, " ..	3
Great Falls "	Somersworth, N. H., ...	Great Falls Village	20
Newburyport and Georgetown	Newburyport, Mass.....	Georgetown, Mass.	16
Essex	Salem, Mass.....	Andover, do....	45
Lowell and Andover	Lowell, "	" " ..	26
Manchester and Lawrence	Manchester, N. H., ...	Lawrence, do..	2
Portsmouth and Concord..	Portsmouth, do.	Concord, N. H. .	15
Boston and Lowell	Boston	Lowell, Mass. ..	34
Woburn Branch	South Woburn..	Woburn Centre.	69
Nashua and Lowell	Lowell, Mass.	Nashua, N. H. .	13
Concord	Nashua, N. H. .	Concord, " ..	71
Northern	Concord, " ..	W. Lebanon, do.	114
Franklin and Bristol	Franklin, " ..	Bristol	50
Boston, Concord, and Montreal	Concord, " ..	Haverhill, N. H.	3
Connecticut & Passumpsic Rivers	W. Lebanon, do.	Canada Line....	4
Fitchburg	Boston	Fitchburg, Mass.	7
Charlestown Branch....	Fitchburg R.R. .	Fresh and Spy Ponds	68
Watertown "	" " ..	Watertown	7
Lexington and West Cambridge	West Cambridge	Lexington	7
Vermont & Massachusetts.	Fitchburg, Mass.	Brattleboro', Vt.	68
Greenfield Branch	Verm't & Mass. Railroad	Greenfield, Mass. Opposite Bel- low's Falls, Vt.	524
Cheshire.....	Ashburnham, Mass.....		

NAME.	FROM	TO	Mb.
Rutland and Burlington ..	Bellows' Falls, Vt.....	Burlington, do..	117
Vermont Central.....	Windsor, do....	" "	115
Vermont and Canada	Burlington, do..	Canada Line ...	
Brattleboro' and Bellows' Falls, ...	Brattleboro', do.	Bellows' Falls, Vt	
Boston and Worcester	Boston	Worcester, Mass	44 1/2
Brookline Branch.....	B. & W. Railroad	Brookline, "	1 1/2
Newton "	" "	Newton, "	1 1/2
Saxonville "	Natick, Mass....	Saxonville, "	4
Milford "	Frammingham, do	Milford, "	12
Millbury "	B. & W. Railroad	Millbury, "	2 1/2
Western	Worcester, Mass	N. Y. State Line	115
Charlton & Southbridge Branch	Charlton, do....	Southbridge	8 1/2
Connecticut River	Springfield, do..	Greenfield, Mass	26
Chicopee Branch	Conn. River R.R.	Chicopee, "	2 1/2
Amherst "	" " "	Amherst, "	6 1/2
Hampshire and Franklin ..	Western R.R....	North Adams ...	19 1/2
Pittsfield and North Adams	Worcester, Mass	Allyn's Point, Ct.	60
Norwich and Worcester ..	" "	Providence, R. I.	43
Providence and Worcester	" "	Nashua, N. H....	46
Worcester and Nashua ...	Groton, "	Peterboro', Mass.	26
Peterboro' and Shirley	Chelmsford, "	Groton Depot ..	14
Stony Brook	Dedham, "	Blackstone, Mass	24
Norfolk County	Fowl Meadow Branch ..	Boston and Providence ..	
Boston and Providence ...	Dedham Branch	Boston	42
Dedham Branch	B'n & Prov. R.R.	Providence, R. I.	2
Stoughton "	" "	Dedham, Mass..	4
Pawtucket "	" "	Stoughton, "	5
Taunton, "	Manassfield, Mass.	Pawtucket	11
New Bedford and Taunton	Taunton, "	Taunton, Mass.	20
Providence and Stonington	Providence R. I.	New Bedford, do.	49
Old Colony	Boston	Stonington, Ct..	37 1/2
Dorchester & Milton Br.	Neponset Village	Plymouth, Mass.	3 1/2
Bridgewater Br.	South Abington.	Milton Up. Mills	6 1/2
South Shore	Braintree, Mass.	Bridgewater, Mass.....	1 1/2
Fall River	S. Braintree, do.	Cohasset, do....	42
Cape Cod	Middleboro', do.	Fall River, do ..	27
Quincy	Quincy, Mass....	Sandwich, do...	3
New Haven, Hartford, and Springfield.....	New Haven, Ct.	Neponset River.	63
New Haven and Northampton	" "	Springfield, Mass	
New Haven and New York	" "	Northampton, "	78
Housatonic	Bridgeport, "	New York City ..	74
Berkshire	Mass. State Line	Mass. State Line	
West Stockbridge.....	W. Stockbridge.	W. Stockbridge, Mass	2
		N. Y. State Line	2

A DASH INTO CANADA.

As there are so many Railroads now finished and in progress of construction, extending from Boston and Portland to Montreal, we have concluded to add the following "graphic description of Canadian scenery," copied from the *New York Commercial Advertiser* :

"The first sight of Montreal, particularly from La Prairie, will not soon be forgotten. The St. Lawrence, here expanding miles in width, sweeps noiselessly on, smooth as a sea of glass, while a peculiar and exquisite clearness in the atmosphere makes every object intensely vivid in its outline. At ten miles distant, couched at the foot of the mountain from which it derives its name, its roofs and spires and domes glittering like silver in the sun, like a jewelled casket spread on a green velvet mantle, lies the ancient city of Montreal—if aught in this country can be called ancient—the massive pile of the cathedral looming like a coronal above, while the lovely Isle of St. Helen's, anchored in its front, from amid its green trees and verdant shores, gives little token of the gorged magazines and deadly store of military preparation contained within. The two mountains of Chambly, like huge Titanic ramparts, rise grandly in the distance—on their summit a mammoth cross, erected by the Archbishop, covered with tin, throughout a circle of twenty miles, glittering in the rising and setting sun, presents to the kind-hearted '*habitants*', the mysterious symbol of his hope and faith.

"Placing foot upon the pier, and ascending the broad granite esplanade which fronts the city on the river, the traveller 'from the States,' in an instant feels that he is in a 'foreign' country. Gayly-dressed peasantry, with red caps upon their heads and woollen variegated sashes about their waists—soldiers in scarlet uniforms—civil policemen with their glazed hats and batons—priests in dark silken habits and broad-brimmed beavers—nuns, hooded and veiled

—and emigrants and Indians, crowd the streets and jostle each other on the narrow *trottoirs*, and high above the brogue of the Irishman and Scotchman and the thick-spoken Englishman, the loud garrulous voice of the Canadian *habitant* is heard in incessant clamor. Through the steep and narrow streets the *caleche* drivers, mounted on their uncouth vehicles, dash with reckless and dangerous speed, alike regardless of their own necks and of those around. At the prisons, barracks, government offices, in short, in almost every street, you see guards of soldiers, and meet the sentry measuring his solitary walk. Three times a day ring the bells of the cathedrals and nunneries and seminaries, and this, with the frequent occurrence of festivals, causes such incessant clangor, that if the ringing of bells will fright away the Evil One, Montreal must be a holy place indeed.

“The grand cathedral of *Notre Dame*, the largest temple in this country, is always open alike to the faithful and the heretic. Being in the last predicament, I often walked its marble aisles and surveyed its shrines and pictures, and rarely entered without finding some penitent at his devotions. It is a noble pile, and seats more than ten thousand persons. From its lofty tower floats the meteor flag that controls the country. No flag floats more proudly—but oh! how deeply—deeply dyed in human gore! The nunneries were open to inspection, and as I walked their hospitals and saw the patient, kind-hearted women, comforting the sick and smoothing the pillow of the dying—helping the poor and needy—cheering and sheltering the helpless orphan, even the poor imbecile, I could well respond, ‘in sickness and distress, a ministering angel thou.’ The streets, the courts, the public markets and offices, all indicate a singular, apparently discordant state of society—two peoples mixed together, but, like foreign agents, refusing to assimilate. In the courts of law, the judge and the lawyers address the jury, first in English, then in French. Sworn officers interpret, as need may require, the testimony of the witness from one to the other language—‘silence,’ growls the red-faced, beef-eating constable, from one entrance to the court, while ‘*see-lau-n-c-e*’ shrilly screams his Gallic brother at the other.

“The ‘92d’ Highlanders were parading as I passed the *Champ de Mars*. The men, many of them, were superb specimens of the physique, and individually their dress was becoming, picturesque, and costly; but in large bodies the

effect is lost, and they appear more like stage pageants than effective men. That they are effective, they have often proved, but it is in despite of their cumbrous and, in this climate, most undesirable uniform. Their evolutions, made in the presence of some superior officer, were interesting and showed elaborate drill, but I was much disappointed in the appearance of this boasted regiment. The band was excellent, and the dress of their pipers very rich and romantic; but aside from the home associations which the bagpipes may arouse in the bosoms of the men, one would think that if there were any thing, more calculated than another to drive their courage, like that of Bob Acres, 'from their fingers' ends,' it would be their horrible clamor. 'Without offence to the general, or any man of quality,' to me it is a vile compound of discordant sound.

"Our six o'clock dinner finished, I found myself on board a large and powerful steamer descending the St. Lawrence to Quebec. The scenery of the river is very, very beautiful, and the continuous rows of snow-white cottages, with their little churches, lining the shores, give it an appearance of cheerfulness, seen in no other part of the continent. The social habits of the *habitans*, and the necessity for mutual defence, induced the early settlers to plant their cottages on the shores of the rivers, and the farms, presenting very narrow fronts, sometimes run for miles in these narrow strips into the interior.

"Our boat was crowded with travellers, emigrants, voyageurs, and a few Indians, and the dominant language was that of France. As the sun declined towards the western horizon, his rays threw on the surrounding scenery some of the most delicious Claude effects that imagination can conceive. The waters were as calm and still as the surface of a mirror, and the groups of trees were reflected with intense reality from their bosoms, while the fat cattle browsing in the rich green fields, gave a peaceful and most English tranquillity to the scene. As he descended beneath the horizon, the twilight and the evening stole gradually on, and one by one the groups disappearing, I remained almost alone, pacing the promenade deck, no sound to divert my attention, other than the continuous dashing of the wheels, and naught to disturb my recollections as I gazed with admiration into the great starry canopy above, and watched the unnumbered *myriads of worlds* rolling onward on their appointed journey.

The whole of the thickly-studded vault but dimly conveyed to my eager gaze one universe; vast—grand—illimitable as that was, still I knew that there were yet other thousand universes yet more vast, already by human instruments within human ken—millions—millions—untold myriads of worlds rolling on in the same solemn grandeur and fearful stillness in the dark and awful voids of space—the congregated universes as a unity sweeping their predestined and appointed course around an Almighty and glorious centre. Shall it be, thought I, freed from these mortal clogs which now weigh down and chain the panting soul from her immortality, that hereafter we shall sweep among them in joyous freedom, filled with rapturous and exultant love to the Almighty? Call it not imagination! What is imagination? The soul released from fetters. Even now how boundless and immeasurable its empire! What then shall it be in its immortal freedom? Dost falter? The thought will nerve thee in thy short and weary journey here.

"A tap upon the shoulder aroused me from my revery, and the cheerful voice of the captain of the boat recalled me to the things of earth. He was a specimen of the kindness and honesty and contradiction that form the British character. Grumbling with the utmost freedom at the abuses of the government at 'home,' he would take fire in an instant at any reflection upon England, or her institutions. Deprecating all war and bloodshed as barbarous and inhuman, he would in the same breath, with the most hearty confidence, assert that a dozen British frigates could clear the seas, and as for the United States—pshaw! England could swallow them whole, and never feel inconvenience from the mouthful. It is to be hoped that her digestion may not be subjected to the ordeal.

"The morning dawn showed the highlands contiguous to Quebec. As we neared the city, we saw masts and countless shipping moored beneath the heights, awaiting their timber, the great staple of the country, which builds the British navies and roofs her palaces. The morning was clear and cold, and right brilliantly did its sun light up the overhanging citadel, and magnificent expanse of waters, with his gorgeous rays. As we placed our feet upon the pier beneath the frowning walls, surrounded by soldiers and emigrants and sailors and clamorous *caleche* drivers, we were not long in selecting one of the latter as a guide and convey-

ance, in a rapid flight through the city and its environs. The town itself may be said to be without the gates, and congregated mainly beneath the precipice, on the margin of the river, for the upper town is almost wholly one great fortress, though the extreme summit is denominated the Citadel.

" Entering the massive gates, I climbed the narrow streets crowded with soldiers, every thing quaint, old-fashioned and strange, guards meeting me at every corner, and cannon frowning down upon me at every turning—the very roofs of the houses running up with military precision, and the steeples of the churches seeming as if they never 'stood at ease.' It required but a slight effort of the imagination to conceive myself in that 'sea-girt isle,' which Byron, in atrabilious mood, addresses—

' And now, oh Malta, since thou'st got us,
Thou little military hot-house,
I will not stare, with words uncivil,
And rudely wish thee at the d—l,
But simply gaze from out my casement
And wonder for what such a place 's meant.'

" Indeed, you could proceed but a few steps in any direction without meeting some military demonstration. Here was the 'North bastion,'—there the 'South West battery'—here the 'Great Central Magazine,' and there the 'East Curtain,' while every here and there, painted with true English simplicity, on some grim-looking gate or battlement, you would see 'Sally-port No. 6,' 'Glacis St. George,' 'Battery St. Louis,' and as you went scampering in your caleche through the streets, be brought up suddenly and unexpectedly upon the brink of the precipice, on the brow of which would be mounted a grim row of cannon, behind whose carriages the never-failing sentry would be measuring his unwearied tread.

" I was permitted to enter the great Citadel, and rode through its heavy arched gateway. The entrance was crowded by civil and respectful soldiers. The Citadel covers, as I said, the whole of the summit, and forms the centre of works that make a circuit of miles around. It is an elaborate fortification, surrounded on three sides with ramparts and all manner of intricate and unimaginable outworks, the front resting on the brow of the precipice, overlooking the river, of massive masonry, containing within its area accom-

modations for its officers and thousands of men. Some three hundred soldiers were mounting guard about the works for the day—the number required in peace! I stood upon the *banquette* overlooking the town, and drank in, with delight, the surpassingly beautiful view of the river and the adjacent country, a scene infinitely beyond the powers of description. Immediately beneath me were the busy hum of man, and crowded streets, into the chimneys of whose high buildings I could have tossed a pebble. Around, on all sides, countless rows of grim, dark cannon, lying like sleeping giants, fearful even in their repose, and over them all, whipping in the wind, from the staff on an angle of the wall, the flag of Britain,—singularly small and out of proportion, it struck me, to the extent of the works whose obedience it claimed.

“As I descended from the citadel and approached the grass-grown parade of the upper town, I saw the small guide-flags flying in the centre, and had hardly time to direct the driver to rein up at the side, before, preceded by their noble band, the superb 83d Regiment turned the angle of a street, and came marching in at the other end of the parade. The heavy scarlet column came up at quick step, with shouldered arms, with the denseness and solidity of a mass of machinery, and with that alacrity and confidence alone found in highly-disciplined regular troops; deploying its heavy platoons into line, one after another, with the most beautiful quickness and precision, till the whole eight hundred men stood, motionless as death, the sun quivering upon their polished muskets, and glittering upon the line of bayonets across whose points a thread might have been drawn. In the front, under the flag, was the colonel; and the mounted officers were in their proper positions at the ends of the line. There was no ‘play soldier here.’ This body of powerful, stern-looking men, knowing no will but that of its officers, was the thing itself. The cadets at West Point are perhaps more exquisitely drilled, but they are boys, and the gray uniform, of course, is not to compare in effect with this of scarlet. What folly to think of opposing undisciplined militia to a force like this! To be sure, on proper ground, columns such as these have sunk beneath the deadly rifle, as helplessly and certainly as new-fallen snow before the summer’s sun, but in the open field this force might meet *six times its number* of new levies without fear of the result.

They were severely drilled and paraded, and went through many difficult and intricate evolutions.

"Altogether it was a most beautiful display, and the perfect discipline of the regiment did great credit to its commanding officer, Lieutenant-colonel Thorp. I was, however, (having heard much of English horsemanship,) disappointed in the riding of the officers and the appearance of their horses. The latter, it seemed to me, were ill-fitted, in build or condition, for service in the field, and the seats of the gentlemen were neither graceful nor secure.

"I could but sigh as I looked upon this pageant, to think that all its end was to mar God's beautiful world with gory corpses, and cause the hearth-stones of peaceful dwellings to be wet with widows' and orphans' tears.

"I galloped along in my light caleche through the suburbs of St. Rocque, which seemed as if it had been sacked, the whole town, for a great distance, presenting nothing but ghastly ruins and tottering chimneys—all that was left unconsumed by the great fire a few weeks before. Riding rapidly along beneath the precipices, I happened to look up, and against the black rocks, at the side of a ravine, saw a board inscribed, '*Here fell Major-general Montgomery.*' He had, at the head of his division, stormed and carried the lower barrier, and was rapidly marching on to the second, with every certainty of success, when the discharge of an 'overhanging' battery instantly killed him and his aids by one fire. This disconcerted the men and they fell back. Most of them were subsequently taken prisoners.

"When the bodies of the unfortunate gentlemen were recovered from the snow, on the following day, General Carleton sent for some of the American officers to recognise them; when they discovered among them the body of their general, many of them could not restrain their tears. I clambered up the side and gathered some wild-flowers in remembrance of the gallant soldier.

"On I sped, and the caleche again stood still upon the 'Plains of Abraham,'—the battle-ground where Wolfe and Montcalm 'met in deadly fray.' The plain was very level on its summit, and had hardly, where the battle was fought, more than an undulation. I stood upon the spot where the English general fell. The surrounding scenery, for miles, as far as eye could reach, was an exquisite picture of beauty and tranquillity. Can it be, said I, that here, men—brothers—

have met in anger, impelled by fury like that of the accursed fiends, and chosen this lovely spot for mutual butchery? But so it was; amid the dense smoke of this battle-field, the leaden hail and sharp and silent bayonet did their work, and the morning's sun that shone so brightly on the lily flag of France, floating on the summit of the citadel, as it sank beneath the western horizon, threw its evening rays, in sadness, upon the crimson flag of England, waving in its place. A mutilated column marked the spot where the victor fell. Here, supported in the arms of his aids, he expired on the battle-field. As his eyes were closing in death, those around shouted—'They run—they run—they brightened up again for an instant, with intelligence, as he eagerly asked, 'Who?—who run?' 'The French, sir, the French'—'I die content,' faintly fell from his lips—his head sank slowly upon his shoulder—the life that had been given him was closed—and the world with its battles and its victories was alike to him a blank.

"I gathered a bunch of cowslips and wild heath-flowers, which on the very spot were gracefully shaking in the passing breeze their tiny bells, and mingling them with those of the other battle-field, murmured to myself, 'In my distant and peaceful home, brave souls, these innocent flowers shall again recall you to my memory.' Sad, sad indeed is the glory of the battle-field!

"'And now,' said I—'now Laurent, with all speed back again to the steamer.' 'Oui, Monsieur—oui,' responded my laughing charioteer—crack—crack—crack—and on we went, our little Canadian pony dashing along the steep roads as recklessly and fearlessly as if under the lash of Satan. Holding on my hat with one hand I shouted, 'It blows cold up here, Laurent'—'Eh! Monsieur, dis West Indies wind is var cold always.' But reckless of wind and dust, our little whalebone pony scrambled and galloped through the roads, through the suburbs, unchecked and furiously, through the steep narrow paved streets. 'Sacré,' growled many a fitting figure, as it hastily scudded from out our path—'Diable,' the women and children as we dashed remorselessly upon them—'prenez garde—prenez garde—retirez vous,' shouted the reckless Laurent. On we went down the steep precipitous street like mad—the grim sentry mechanically turning his eye over his shoulder at us, as we dashed by him, through the deep arched Prescott gate, and in a moment or two more I was again safely lodged

on board the steamer at the pier. 'Adieu, Monsieur, bon voyage,' shouted Laurent to me, waving his red cap as we glided out into the St. Lawrence. 'Adieu, Laurent,' said I, 'adieu, Quebec'—and ere long, was out of sight of both upon my homeward journey. Farewell.

"PEQUOT."

VICINITY OF QUEBEC.

THE places of resort well worthy of a visit in the vicinity of Quebec, are numerous and exceedingly interesting. The roads are mostly good, and the obliging French drivers are reasonable in their charges.

The most attractive to Tourists, are the *Falls of Montmorenci*, 9 miles north, on the west bank of the St. Lawrence; the *Falls of Chaudiere*, 12 miles south, on the east bank of the St. Lawrence; the *Lake St. Charles*, 16 miles northwest, and the Indian village of *Lorette*, on the road to the above lake, about 8 miles distant. The drive from Quebec to *Cape Rouge*, 8 miles southwest, along the bank of the river, passing by the Citadel and over the Plains of Abraham, by the way of the St. Louis road, is also a most delightful excursion.

THE FALLS OF MONTMORENCI, one of the greatest and most romantic water-falls in America, should be seen by every Tourist visiting Quebec. It is easy of approach by land, and is a truly enticing spot. The prospect is delightful from the edge of the falls, and will amply repay the wonder-seeking traveller, although owing to the small volume of water, many are disappointed after seeing the mighty cataract of Niagara. This deficiency is in part made up by the great height of the falls, the water descending nearly perpendicular 250 feet; almost literally falling into the St. Lawrence river below.

THE FALLS OF CHAUDIERE, are almost equally attractive, though more difficult of access, as the St. Lawrence river

has to be crossed to Point Levi, opposite Quebec, thence proceeding by land 10 or 12 miles.

The two principal Hotels in Quebec are—Payne's, and the Albion. The former is kept by Mr. T. Payne, well known to visitors for the last 20 years, as conducting a hotel. The latter is leased by Mr. Willis Russell, late of Boston, where good accommodations and the best attention is paid to strangers.

*** For a further description of Montreal, Quebec, &c., and the St. Lawrence and Saguenay rivers, see "*Picturesque Tourist*," edited by O. L. Holby, Esq.

NAVIGATION OF THE ST. LAWRENCE RIVER.

"H^{AVING} recently descended the St. Lawrence river from Kingston to Montreal by steamboat, a distance of 208 miles, the fall in the stream being about as many feet, I will attempt to give some idea of the present difficulties in navigating this noble river, which are about to be overcome by a series of canals and magnificent locks; the latter 200 feet in length, from 45 to 50 feet in breadth, with nine feet water. These locks will admit vessels about 180 feet long and 44 feet beam; 20 feet being required to swing the gates.

"On entering the St. Lawrence from the foot of Lake Ontario there are two channels for vessels, known as the American channel, and the British or Kingston channel, being separated by Grand or Long Island. This is one of the largest of the 'Thousand Islands,' which in some places form a perfect labyrinth, and would seem to endanger navigation, were it not for the bold shores and depth of water here afforded.

"These islands extend forty or fifty miles, the river averaging from twelve to six miles, when it contracts to one or two miles in width as you approach Prescott or Ogdensburg, lying opposite each other, seventy miles below Kingston. Here navigation for sail vessels may be said now to terminate, although when the St. Lawrence canals are finished they may safely float out to the Atlantic ocean.

"The first rapids encountered in descending the river are

the *Gallop Rapids*, nine miles below Prescott; here is a canal of two miles in length. The ~~second~~ rapid are at *Point Iroquois*, six miles further; here is a canal two and three-quarter miles long. At *Rapid Plat*, seven miles further, is another canal, four miles in length, and at *Point Farren*, a short distance below, is another canal, three-fourths of a mile long. These canals are sometimes called the Williamsburg canals, a town of that name lying on the Canada shore. Steamboats of a large class now descend and ascend the above rapids with perfect ease and safety, from Dickinson's Landing, forty miles below Prescott; but below, steamboat navigation entirely ceases on the upward trip.

"The *Long Sault* now commences, the stream being divided by large islands, and extends about 10 miles. Around these rapids runs the Cornwall canal, eleven and a half miles in length, built in the most finished and durable manner. The steamboats usually pass down the American channel through the latter rapids, passing Long Sault Island and Barnhart's Island, both attached to the state of New York, on the left. Immediately below, the village of Cornwall, passes the 45th degree of North latitude, and you enter Canada. Below the boundary line the free navigation of the St. Lawrence river is now denied to foreign vessels; hence all the steamboats running from Ogdensburgh to Montreal are British bottoms, although in part owned by the American Lake Ontario Steamboat Company.

"Lake St. Francis, an expansion of the St. Lawrence, is next entered, and presents a charming appearance—it is five or six miles wide and about thirty miles long. At the upper end are several beautiful islands.

"Opposite Coteau du Lac, 90 miles below Prescott, commences the Beauharnois canal, eleven and one-quarter miles long. This canal extends around the *Cedar and Cascade Rapids*, the former of which is the most dangerous to downward navigation, the river being here lashed into a white foam for some distance. The descent of these rapids, since 1840, has been effected with perfect safety by steamboats of 3 or 400 tons burden, although prior to that time only vessels of a small class risked the descent, having to ascend by the circuitous route of the Rideau canal to Kingston.

"After passing the *Cascade Rapids*, the St. Lawrence river again expands and forms Lake St. Louis, about 20 miles

in length, receiving the black waters of the Ottawa river, which flows into the St. Lawrence from the west: the latter stream is remarkable for its green tinge, presenting the same color as the waters of Lakes Ontario and Erie.

"The *Lachine Rapids*, the last serious obstacle to navigation in the St. Lawrence, are a few miles above the city of Montreal, commencing near the Indian village of Caughnawaga. These are considered the most dangerous rapids on the river. The enlarged Lachine canal extends around these rapids a distance of about nine miles,—thus opening, in connection with the canals above mentioned, the navigation of the St. Lawrence for vessels of a large class from the ocean to the great inland seas of North America.

"When British legislation shall throw this great avenue to the Atlantic open to vessels of all nations, it will create a new and important era to the whole country bordering on the St. Lawrence river and its tributaries, upward of 2,000 miles in length. It will then form one of the great outlets for the immense products of the upper valley of the Mississippi, and come in competition for the carrying-trade with the canals and railroads now in operation and building in the different states of the Union.

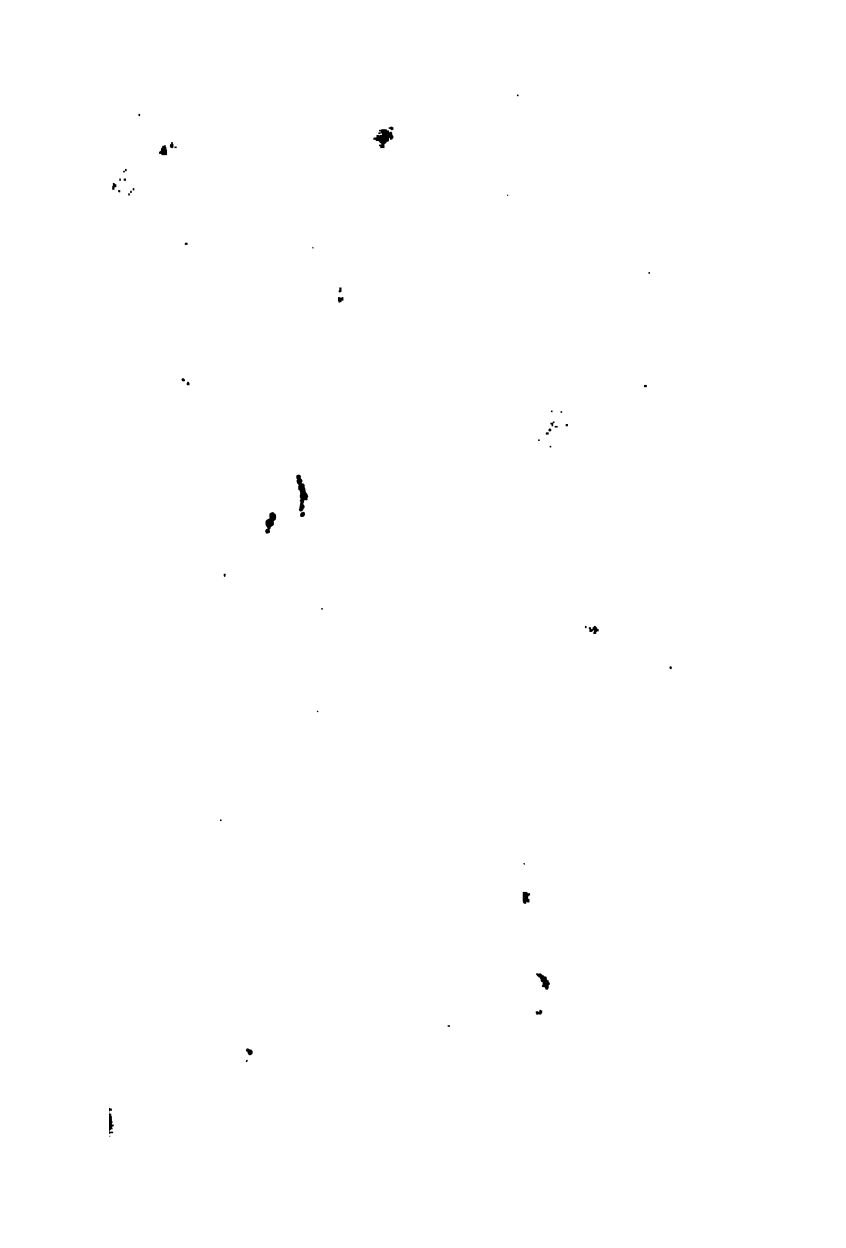
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